

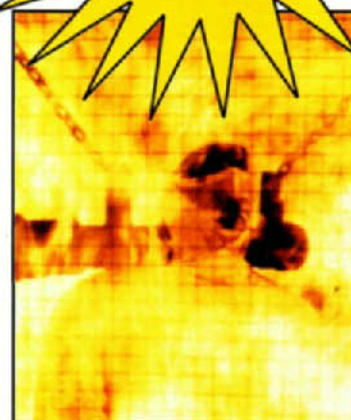


# SPECIAL HONG KONG EDITION Navy News

PLAIN ENGLISH CAMPAIGN AWARD WINNER 1996

DECEMBER 1996

60p



**How to keep a cool head in a flaming crisis**

page 32



**Navy rocks the cradle (not the boat) for its new mums**

pages 14-15

**Man who never was never was?**

page 9



**Royals at the ready over Zaire**

ROYAL MARINES were still on standby to help the humanitarian effort in Zaire as *Navy News* went to press.

Troops from 45 Commando and the 1st Battalion The Parachute Regiment were on 72 hours' notice to fly out to Central Africa to help protect refugees returning to their homes in Rwanda, but the next step by the British armed forces was still under discussion.

**Recce party**

The 43-strong British reconnaissance party, led by Royal Marines Brig. Jonathan Thomson, has reported back.

Further information from an RAF reconnaissance flight was being studied before any firm decision on the need for, and size of, any British force.

**White ships going grey as warfare role becomes priority**

# WARPAINT FOR SURVEY FORCE

## EXCLUSIVE

**SWEEPING CHANGES** are under way for the Royal Navy's Surveying Squadron – not just in its role, but in the colour of its new generation of ships.

It is likely that invitations to tender will go out early next year for a new class of three hi-tech survey ships. But as in the case of HMS Scott, the latest ship to be built for the squadron, the traditional survey livery of white with buff funnels will be scrapped, and the new vessels will be warship grey.

The change of colour emphasises the squadron's much closer involvement with warfare and its full integration with the Surface Flotilla. Routine surveying for the making of charts is now a relatively minor part of its business.

### No 'civilianisation'

Senior officers are confident that an internal debate on "civilianisation" of the squadron has been won. They have shown that it is cheaper and more effective to have the ships manned entirely by RN personnel and under the White Ensign, especially as their warfare role has become paramount.

Another factor in the survival of the squadron is the remarkably leaner manning and greater productivity which will be a feature of the new vessels. They will have replaced Herald, Bulldog and Beagle by the year 2000, and although they and HMS Scott represent a threefold increase in the tonnage of the squadron, advanced technology will almost halve the number of personnel at sea, and crew rotation will increase productivity by at least 180 days a year.

"These are dramatic changes which can be achieved with the proposed new ships," Capt Hugh May, Captain (Hydrography), told *Navy News*. "Herald and the coastal

● Turn to back page



## Flash message!

**THIS MESSAGE** spelt out by the ship's company of HMS Invincible was timely in more ways than one. Thanks to digital technology, the negative was transmitted from the ship in the Gulf to an image receiver at the Surface Flotilla Photographic Section in Portsmouth, and within hours of being sent was on the front page of *Navy News* – just in time for our deadline. Photographer was ship's cameraman, LA(PHOT) Colin Burden.

● See page 19 for more news from the Gulf.



# SUNSET FOR CLASS APART

## Last call for Battleaxe

HMS BATTLEAXE, the last Type 22 Batch 1 frigate in Royal Navy service, will make London her final port of call before entering Devonport on December 12 to begin preparations for sale to Brazil.

### ... and a first for Montrose

HMS MONTROSE has returned from her first operational role – a six-month deployment to the South Atlantic.

The Type 23 frigate entered Devonport on November 1 after steaming over 29,000 miles and visiting 11 countries, including Colombia, Ecuador, Peru, Chile, the Falklands, South Georgia, Uruguay, Brazil, Bermuda, Madeira and the Bahamas.

In November she completed her last foreign deployment – a seven-week task to provide initial sea training to 55 cadets, the highest number carried since the Dartmouth Training Squadron was disbanded in the early 1990s.

### Med mission

Under her Commanding Officer, Cdr Allan Adair, the frigate deployed to the Mediterranean, calling at Guernsey, Oporto, Barcelona, Tunis and Gibraltar.

She was in Guernsey to act as guardship for the Charybdis Memorial weekend, during which she laid claim to being the first modern frigate to berth in the



● HMS Battleaxe prepares to sail into the sunset off the Spanish Mediterranean coast. Picture: LA(PHOT) Foxy Glazier

inner harbour – by going astern all the way.

In Tunis, during an official reception, she hosted no fewer than 28 ambassadors and 15 defence attaches. Heading home, she paid a final call on Gibraltar

where the Governor, Admiral Sir Hugo White, presented the ship with the Empress of India Bowl, the Exocet trophy.

Back in home waters, Battleaxe made her farewell visit to her affiliated town, Newport, Gwent,

where her ship's company took part in Remembrance Day ceremonies before departing for a last visit to Hull.

Before her London visit she was conducting deck landing for recently qualified Lynx pilots and

was in Portsmouth and Plymouth areas for the training of prospective navigating officers of frigates and destroyers.

Battleaxe, the last all-missile frigate in the Fleet, becomes non-operational at the end of January.

## Campaign to save memorials

A CAMPAIGN to preserve Britain's dilapidated and vandalised war memorials has been launched by a former Royal Marines sergeant, Ian Davidson.

Mr Davidson (61) has set up the pressure group Friends of War Memorials to seek the support of MPs and to campaign for a national helpline so that the public can report damage or neglect to more than 25,000 memorials.

The group has also written to Chatham town council suggesting that the Friends take charge of the maintenance of a "forgotten" memorial in the town to men from the battleship HMS Barfleur who were killed in action during the Boxer Rising in China in 1900.

## 16m may be missing out

AS KING George's Fund for Sailors announced that 1997 will be the Year of the Seafarer, The Royal British Legion said that 16 million young and old ex-Service people may qualify for help from The RBL without knowing it.

The Legion's new Secretary General, General Ian Townsend, said recipients did not need to be members. If they had served for a minimum of a week and were suffering as a result, they could turn to The RBL.

## Wrens Guard in Cenotaph debut

WOMEN SAILORS bore arms alongside their male colleagues for the first time at the Remembrance Day ceremony at the Cenotaph in Whitehall.

A record number of more than 10,000 veterans took part in the parade past the memorial. The Queen laid the first wreath after the Last Post was sounded by Royal Marines buglers.

Corresponding events took place in Portsmouth and Plymouth, and personnel from HMS Collingwood were among those who took part in parades in Hampshire and Dorset as well as London.

### 'First class'

The First Sea Lord, Admiral Sir Jock Slater – who laid a wreath in Whitehall on behalf of the Navy, said the RN and RM personnel on parade had given "a first-class impression".

He said in a general signal: "Commitment to and training for extraneous events such as these create a huge burden on our stretched and gapped personnel plot, but I am in absolutely no doubt about the



Picture: PO(PHOT) Jon Garthwaite

importance of participating in high-profile national commemorations."

On the following day – Armistice Day, November 11 – millions of people observed a second, two-minute silence for which The Royal British Legion had campaigned successfully.

Schools, shops and transport companies were among organisations which observed the silence, and TV and radio halted broadcasting. Even a jury was reported to have insisted on holding up a court case for the two-minute tribute.

## Nottingham's got Georgia on her mind

HMS NOTTINGHAM returned to Portsmouth on November 23 after a trail-blazing visit to the Black Sea port of Poti in the Republic of Georgia. It is believed to be the first time a British warship has visited the port for 75 years. Her homecoming was delayed 24 hours by bad weather.

The Poti visit was timed to coincide with British Week, promoting UK products and culture in the Georgian capital of Tbilisi. It also coincided with the England soccer team's match against Georgia on November 9, watched by 100 of Nottingham's sailors.

That was particularly appropriate, for in the 1880s, it was the ships' companies of visiting warships that taught the Georgians football.

### Big welcome

Although urban dereliction is a feature of Poti, the people extended an overwhelming welcome, and the Type 42 destroyer's Commanding Officer, Cdr Paul Docherty, was made a Freeman of the city. Earlier, he had been welcomed ashore by the C-in-C of the Georgian Navy, Rear Admiral Vasili Vavakashvili.

HMS Nottingham had left

Portsmouth in April to take her place in NATO's Standing Naval Force Mediterranean, a task she handed over to HMS Birmingham on November 3. During her deployment, Nottingham had visited 11 Med and Adriatic ports – Corfu, Crete, Brindisi, Venice, Naples, Split, Istanbul, Casablanca, Costantia, Malta and Gibraltar.

□ HMS Campbelltown has also returned from NATO deployment – as flagship of Standing Naval Force Atlantic with Commodore Andrew Gough embarked. Her activities have included exercises in the Caribbean, and in the Baltic for Co-operative Venture. During the deployment she steamed 28,000 miles, exercised with 14 countries.

## Nicola: Man charged with murder

A 23-YEAR-OLD man has been charged with the murder of teenager Nicola Parsons, whose body was found in a disused nursery in Plymouth in July. The 18-year-old had been raped and strangled.

Last month Navy News carried an appeal by Devon and Cornwall police for information into the killing.

The accused man is Andrew McNeill McKinlay. Another man, aged 28, was arrested, but was freed on bail pending further inquiries.

### Windies dinghies

FAST DINGHY sailing in the Caribbean is in store for the ship's company of HMS Boxer – thanks to the loan to the West Indies Guardship of two Laser dinghies by Performance Sailcraft Europe Ltd.

## Marines given Rock freedom 300 years on

THE MAYOR of Gibraltar inspects the Guard of Honour during the ceremony in which he conferred the Freedom of the City on the Royal Marines – almost 300 years after the Corps was instrumental in seizing the Rock.

Maj-Gen Simon Pack RM, Commander of British Forces Gibraltar, received the Freedom scroll from the Mayor, the Hon. Judge J. E. Alcantara. The ceremony took place on Grand Parade after which the troops, members of Support Command 40 Cdo, marched along Main Street with swords drawn, bayonets fixed and colours flying. Music was provided by the Band of the Royal Marines Scotland.

Picture: PO(PHOT) Jon Garthwaite





# ANTHEA TO HOST RN XMAS TV SPECIAL



TV golden girl Anthea Turner will present 'Christmas with the Royal Navy', five live programmes broadcast from HMS Belfast on the River Thames on Christmas Day.

Billed as "a non-stop global party" the series aims to reunite RN families around the world with live links to a base in Croatia and ships in the Caribbean and the Falkland Islands.

Transmitted on the ITV network throughout Christmas Day, the films will also feature families, veterans and guest celebrities and offer viewers a behind-the-scenes look at life in the Senior Service.

Falklands hero Simon Weston will return there to present live satellite links from Port Stanley and there will be exclusive features from a submarine in a secret location – and from Hong Kong, as families of the British Garrison

get ready for their last Christmas in the colony.

"The Royal Navy do such a good job and it must be awful being away from loved ones at a time like Christmas," Anthea told *Navy News*. "I am so delighted to have the chance to bring everyone together for a very special party."

Altogether, the Navy will enjoy 90 minutes airtime on TV's top day of the year.

Fleet units deployed at Christmas are:

**WARSHIPS:** HMS *Alderney* – on standby for fishery protection duties in northern UK waters; HMS *Blackwater* – on patrol in Northern Ireland waters; HMS *Boxer* – West Indies guard ship, stand-off in San Juan, Puerto Rico; HMS *Edinburgh* – Gulf patrol, stand-off in Durban, South Africa; HMS *Endurance* – Antarctic patrol, stand-off in Montevideo, Uruguay; HMS *Lancaster* – Falkland Island patrol, stand-off in

Mare Harbour, East Falkland; HMS *Leeds Castle* – at sea on Falkland Islands patrol; HMS *Roebuck* – Indian Ocean and Gulf survey duties, stand-off in Dubai, United Arab Emirates; HMS *Shetland* – on standby for fishery protection duties in southern UK waters; HMS *Southampton* – Gulf patrol, stand-off in Dubai; HMS *Spartan* – at sea on patrol; HMS *Victorious* – at sea on patrol.

**ROYAL FLEET AUXILIARIES:** RFA *Bayleaf* – Gulf duties, stand-off in Dubai; RFA *Gold Rover* – West Indies tanker, stand-off in Port Canaveral, Florida; RFA *Grey Rover*, South Atlantic duties, stand-off in Montevideo; RFA *Oakleaf* – stand-off in Gibraltar; RFA *Resource* – Split, Croatia.

**NAVAL AIR SQUADRON:** One flight, 845 Naval Air Squadron, Split.

Supplied by Fleet Public Relations, Northwood.

## Bosnia's squadron wins the Wetteren

THE DESMOND Wetteren Fleet Award has been won by 845 Naval Air Squadron for its services in the former Yugoslavia.

The award is made annually in memory of the longtime naval correspondent of the *Daily Telegraph*, to the unit which "has done most to project a positive image of the Royal Navy."

845 was selected for its work in Bosnia on casualty evacuation and support duties.

Individual pilots performed a number of outstanding feats of aviation, most often in appalling weather conditions, sometimes at night and frequently in the face of hostile fire.

In the past 12 months the Squadron has flown 107 casualty

and medical evacuation sorties involving 283 injured persons, both military and civilian.

At the same time its air and ground crews have continued to develop strong links with local communities, including supporting an orphanage, aiding with restoration of a World War II graveyard and airlifting a steeplejack on to a rebuilt church.

It is one of the longest service British units in the former Yugoslavia.

● Mrs Gillian Wetteren presents the award to Lt Cdr Michael Abbey, Commanding Officer of 845 Naval Air Squadron at Yeovilton.



● Helo view of a hooley: HMS Marlborough grapples with Hurricane Lili

## Dukes weather the storms

THE NAVY'S latest warship has been accepted by the service – after being tested to the extreme in her final trials and delivery voyage.

Type 23 frigate HMS *Grafton*, the 12th of the Duke class, was lashed by storm-force winds in excess of 70 knots off the west coast of Scotland as she completed final machinery trials, and gales dogged her progress from the Clyde to the Solent.

But it was blue skies, sunshine and calm seas as she steamed into her base port of Portsmouth with a combined ship's company of Naval personnel and workers from shipbuilders Yarrow.

As the Red Ensign was replaced by the White Ensign, Commander Nick Stanley took command of the frigate, which he said was in "excellent condition – very good both above deck and below deck."

He added: "She came through very bad weather extremely well. These are very good sea boats, and they handle very well in poor sea conditions – although some of the less-experienced people on board did suffer a little from seasickness."

Angus Buchanan, Yarrow's project director, spoke of the "heroic feat" of work which had gone into the building of her, and the sense of pride in the quality of the finished vessel, which was delivered on time.

"There is quite a mixture of emotions for us. The ship has belonged to us for nearly four years, and a lot of the team here have worked on her since the very beginning," he said.

The 4,000-tonne ship was launched on November 5, 1994, by Lady Abbott, wife of the current Commander-in-Chief Fleet, and Lady Abbott was in Portsmouth to see her arrive almost exactly two years later.

*Grafton* will now stay in Portsmouth until January, when some four months of weapons and sensor trials will be carried out in

the Channel and off the Clyde, followed by operational training in the summer.

Meanwhile her sister ship HMS *Marlborough* ran into the remnants of Hurricane Lili when operating in the Channel as trials platform for helicopter recovery and landing equipment developed for the new Merlin helicopter.

The ship's three Flight Deck Officers clocked up a total of 216 Wessex and Lynx helicopter landings – 31 of them at night – but shortly after the above photograph was taken the trial had to be suspended as the worst of the weather came over.

*Marlborough* then moved on for a visit to London (see next month's issue).

## Club for all the family

MEMBERSHIP of the Royal Sailors Home Club at Portsmouth has been extended to allow wives and children aged over 18 of all serving RN and RM ratings to join in their own right.

Family membership starts from 1 January and will be renewable annually on that date. Membership cards will be issued to enable eligible family members to enter the club unaccompanied.

There will be no charge for this facility while the head of the family is serving.

For details contact the Administration Manager on 01705 824231.

## Edward opens school

NEW SCHOOL of Music for the Royal Marines in the former Detention Quarters at HMS Nelson was opened by Prince Edward.

The Prince presented the Imperial Service Medal to Bill Merritt, valet to officers at the former school at Deal for 47 years.

A memorial stone to the 11 RM bandmen killed in the IRA bombing there in 1989 is to be moved to St Ann's Church in Portsmouth naval base.

## Tournament dates set for '97

NEXT year's Royal Tournament will be held at Earl's Court from 15-27 July.

Due to public demand the show has been extended to include an extra matinee performance on the last day.

Tickets will be available from the box office on 0171 244 0244 from January 6.

## IN BRIEF

SAILORS who served in Malaya and Borneo in the period from World War II to 1970 are invited to join a new Southern Area branch of the National Malaya and Borneo Veterans Association to be based at Southampton. Contact David Smith at Woodglade, Beaulieu Road, Dibden Purlieu, Southampton SO45 4JF for details.

ILMINSTER firemen were invited to RN Air Station Yeovilton for a familiarisation visit on the eve of November 5 – traditionally their busiest night of the year.

A FOUR-TON 25-foot model of HMS *Victory* built for the 1941 film *Lady Hamilton* has been unveiled at Chatham Historic Dockyard.

REAR ADMIRAL His Highness Prince Fahad Bin Abdullah, Deputy Commander of the Royal Saudi Naval Force visited HMS *Collingwood* following the acceptance ceremony for HMS *Al Kharj*, the third minehunter built for the RSNF at Vosper Thornycroft.

A COMBINED RN/USN communications unit has been opened at RAF Digby, Lincoln by the Deputy Commander Fleet Vice Admiral Sir Jonathan Tod.

HMS *VENERABLE* Association has presented a painting of the ship by Manchester artist George Hinds to the Somerset Hotel, Llandudno, venue of its annual reunion.

HMS *DASHER*, the patrol craft operated by Bristol University RN Unit, visited Brandy Hole Yacht Club, Hullbridge, marking an association begun during the 1994 Calais Rally of the Little Ships Club.

ANTI-SUBMARINE Universal Attack Trainer at the School of Maritime Operations, HMS *Dryad*, manufactured by GEC Marconi's (then Ferranti) Simulation and Training factory at Cheadle Heath 21 years ago, received a Long Service and Good Conduct Medal from Commodore SMOPS, Cdre R.J.Lippitt.

A BULLOCK which fell from a steep cliff at Gribbin Head near St Austell was winched to safety by a helicopter from RN Air Station, Culdroe.

NEW cast iron penstocks are to be used in refurbishing the Dockyard at Portsmouth, replacing century-old originals.







## Implacable's end in sight

THE STERN of HMS Implacable is to be pieced together and put on display at the National Maritime Museum at Greenwich with the help of an £11.8 million grant from the Heritage Lottery Fund.

The 74-gun vessel, pictured (left) in Portsmouth in the 1930s, fought for France as the Duguay-Trouin at the battle of Trafalgar but managed to escape.

But in 1805 the ship was captured, renamed HMS Implacable, and saw action with the Royal Navy in the Baltic and Syria and became a training ship at Devonport in 1855.

By 1908 the ship's future was looking so bleak that King Edward VII personally intervened and Implacable was given to a private collector. In 1932 she came to Portsmouth for restoration and

helped train over 1,000 young sailors.

When Implacable was eventually scuttled off the Isle of Wight in 1947, the stern carvings, windows and figurehead were saved by the Admiralty and were presented to the museum in 1950 where they have remained in storage.

### Painstaking job

Now the museum has begun the painstaking job of reassembling the 200-year-old structure on a scaffold frame measuring 11m by 7m.

The stern section will be the centrepiece of 'Neptune Court', an 11-gallery complex scheduled to open in summer 1999.

A further £4 million must be raised by the Maritime Museum to complete the project and staff at Greenwich are looking for sponsors for each of the new galleries.

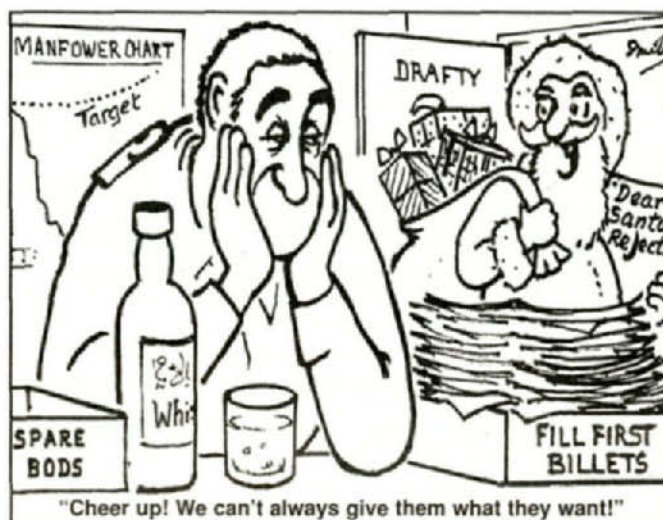
## Drafty... CND's Christmas Message

# Top priority billets must be filled first

THIS YEAR has been an especially difficult one for the continued development of the Warfare Branch and the shortages in that branch must have made themselves felt to nearly all of you in one way or another.

To those of you who have been frustrated because I have not been able to draft you to LOM course, I can only apologise and say that we hope to start to see an improvement in the flow of people into the branch during the year but we are very dependent on our colleagues in the careers service in this respect.

I fear that we shall be managing the growing Warfare Branch with great care for some time yet but we must not underestimate the achievements to date either. To develop a completely new branch



"Cheer up! We can't always give them what they want!"

is no mean feat and we would have been naive to think that there would not be some difficulties.

Those ships which have implemented Warfare Branch are very

content with the outcome and give us great encouragement for the longer term future.

In the meantime, those of you in the OPS and MEM source branches are a terrific asset in supporting the growth of the new branch and we in Naval Drafting are grateful for your continued support.

Another branch where conditions have been difficult because of reduced recruiting is in Marine Engineering.

Here the problem is aggravated by a high PVR rate and you will be aware of the recent initiatives where a retention bonus has been offered to eligible able rates in exchange for withdrawal of notice and a waiver of notice giving rights.

By the time you read this, the deadline for applying for the bonus will be upon us and I hope that you will all think very seriously and commit yourselves to another two or three years in response to the offer.

Whilst of course, we hope that some on notice will actually withdraw, it is just as important that the others who are eligible take the plunge and decide to stay for that period. It gives us in the manning world a little more stability to bank

on whilst we recover from the turbulence of the past few years.

We are recovering, slowly! Second Open Engagement is now back to an annual round and we have seen two boards since the reintroduction.

The numbers are relatively small and so have minimal effect on those below, but it is encouraging that we have returned to using 2OE as a method of retaining expertise in the Navy which we can ill afford to lose.

One benefit of the redundancy programme is that rosters are perhaps, moving just that little bit more easily. Again, it is nothing dramatic, but the B13s are being issued and it's good to see that their arrival does persuade some of you to withdraw your notice. That, incidentally, is something which is easier to do now than a year ago. Provided that you have a strong recommendation from your CO there is now a reasonable chance.

Please remember, though, if you think of putting in your notice that I do have to consider the predicted numbers situation in your branch and at your rate very carefully before agreeing to a withdrawal letter. The situation can change very rapidly and it is not a forgone conclusion that you can do so.

### Royal Marines

One specific change this year was that Drafty is now responsible for drafting the Royal Marines. The majority of the functions of the former DRORM now come under CND although the Drafting and Promotions Offices are still situated within the HQRM building on Whale Island.

This allows a very close liaison between the drafters and the corps which is important since the overwhelming majority of Marines are employed by one budget holder, namely, the Commandant General. Whilst there are some differences between drafting the Royals and the "dark blue" (the sea bill has much less influence, for example) there are also a great many similarities. The fact that the

# BRIGHT FUTURE AHEAD

My first year as Naval Secretary has seen some significant changes in the manpower world, the formation of the Naval Manning Agency on July 1 and, unfortunately, a number of continuing difficulties.

In the short term, I hope that none of you, our customers, have noticed the transition to agency status. The new freedoms allowed by this change have given me the ability to manage the planning and movement of the Navy's manpower more efficiently and, consequently, improve our service to you.

I am fully aware of the difficult period we are going through, with shortages in some key areas, but consider that we now have better tools and a tauter organisation which will allow a clearer definition of the way forward. I sincerely believe that we will start to see some real benefits in the forthcoming year.

I have enjoyed meeting some of you in my travels this year and hearing your views. I hope to meet many more of you in 1997. In the meantime, I thank you for your efforts and wish you and your families a very happy Christmas and a prosperous New Year.

**Rear Admiral Fabian M Malbon**  
Naval Secretary



"What's another word for tomorrow?"

corps is currently significantly under strength is causing very similar problems to those in the naval shortage categories and I am sorry to say that the resulting turbulence and out of preference drafts are common to both lovat and dark blue. We are very conscious of this and I can assure you that it is a top priority for Drafty to reduce both. However, do please remember that whilst we do our utmost to put you where you want to be, our bot-

tom line has to be to fill the top priority billets, as fairly as we possibly can.

As you read this, no doubt Christmas parties will be commencing in all the corners of the world that Navy News reaches.

My colleagues in Centurion and Whale Island join me in wishing you all a very Happy Christmas and the best of good fortune for 1997.

And down beneath the waves  
Patrolling ever unseen,  
Men of the Submarine  
Service,  
Cling to that drafting dream;  
That this year dear old Santa  
Pays heed to their request  
"Please, not another Faslane  
draft,  
Any chance of LFS?"!!!

ANON

## CREDIT CARD NEWS



The above Credit Cards will not be accepted on orders of less than £4.

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My order is attached for .....

Cardholders Name: .....

Cardholders Address: .....

Tel: .....

Number ..... Switch Issue No. ....

Expiry Date ..... Cardholders Signature ..... Amount .....

## NAVY NEWS 1996 CALENDAR QUIZ

The Navy News monthly quiz has as of this edition come to an end, so please don't forget to submit all twelve original entry forms together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries can only be accepted on the original monthly coupon taken from the back page of Navy News. If you have missed any months, back issues are available from the Navy News office, whilst stocks last.

Limited supplies of the 1996 Calendar available where all questions and answers can be found

Telephone Mrs Newman on  
(01705) 725064 or 826040 for details

## A CHRISTMAS DRAFT

It was Christmas Day in  
Centurion,  
Drafty was feeling nice,  
As he allocated draft chits  
By throwing loaded dice.  
When in walked the NAAFI tea  
girl,  
With a trolley of well-filled  
baps,  
Saying: "How on earth do you  
cope these days?"  
And Drafty cried out: "Gaps!"

"No more!" they said, "How  
dare you deprive us of our  
men...  
And women too, to keep our  
ships  
At sea, just now and then."  
We have no cooks or stew-  
ards  
So the galley's got no steam,  
There'll therefore be no  
turkey,  
Or Christmas pud 'n cream!

Meanwhile out on the ocean,  
In a frigate there did sit,  
A three-badge able stoker  
With his bonus in his mit.  
He'd sent his wife a fiver  
Thinking 'Daft to send her  
more'  
Having already decided  
On a monster run ashore.

And down beneath the waves  
Patrolling ever unseen,  
Men of the Submarine  
Service,  
Cling to that drafting dream;  
That this year dear old Santa  
Pays heed to their request  
"Please, not another Faslane  
draft,  
Any chance of LFS?"!!!





# Grey seas rover



GREY Rover – a grey ship sailing grey South Atlantic seas.

But life aboard this Royal Fleet Auxiliary tanker has been far from dull in recent times – she twice hit the headlines two years ago with high-profile rescues.

Like her two sisters, Grey Rover's role as a small fleet-support tanker is to supply Navy warships with fuel oil, aviation fuel, lubricants, fresh water and a limited amount of dry cargo and refrigerated stores whilst under way. This process is known as RASing – Replenishment At Sea.

The Grey Goose, as she is known, is also fitted with a large flight deck, served by a stores lift, allowing helicopters to transfer supplies by air, a process known as Vertrep (vertical replenishment).

Too small to support a large task group, Rover-class ships are ideal for supporting individual warships or small groups on deployment.

While Grey Rover is usually to be found in the South Atlantic, supporting RN Falklands activities, Gold Rover tends to support the West Indies Guard Ship in the Caribbean and Black Rover is generally assigned to the Flag Officer Sea Training at Plymouth.

While on the Southlant run in April, 1994, Grey Rover made the news when she rescued Australian Lisa Guy, who had been attempting a single-handed non-stop circumnavigation of Antarctica in her 11-metre yacht Wildflower.

She had taken a battering in storms, and Lisa had been out of radio contact for two months when the Grey Rover found her off Grytviken, South Georgia.

The following month Grey Rover was again in the headlines

when she took part in the search for missing Chilean fishing vessel, Frio Sur V.

During the search, Grey Rover picked up a faint Mayday, stating that a gas heater had exploded three days earlier, killing two crewmen and injuring two others.

The fireball had destroyed the bridge and accommodation, and the survivors were in poor condition, exposed to the cold weather.

Grey Rover found the boat and Chief Officer Paul Whyte RFA, who won a commendation for his actions, went on board, surveyed the situation, and prepared a jury rig to enable him to con the vessel.

Medical care was provided by the RFA team and, while Grey Rover stood close by, Chief Officer Whyte guided the Frio Sur V to a safe anchorage in Cumberland Bay, South Georgia – a seven-hour passage on top of the burned-out bridge in a wind-chill factor of minus 10C.

Once in Cumberland Bay the crippled boat was secured to a buoy using Grey Rover's crash boat as a makeshift tug, and Chief Officer Whyte then supervised the transfer of casualties and the dead crewmen to Grey Rover.

Chief Officer Whyte's commendation notes how he "demonstrated great initiative, fortitude, seamanship skills and calmness under pressure during this rescue operation and carried out all his duties during this time in a skilled, professional and unstinting manner."

## Facts and figures

**Class:** Small Fleet Tanker  
**Pennant number:** A269  
**Builder:** Swan Hunter, Wallsend-on-Tyne  
**Launched:** April 17, 1969  
**Commissioned:** April 10, 1970  
**Displacement:** 11,485 tonnes fully-laden  
**Length:** 140.6m  
**Beam:** 19.2m  
**Draught:** 7.3m  
**Ship's company:** 49 (17 officers)  
**Machinery:** Two Pielstick 16 PC 2V diesels; one

shaft; KaMeWa cp prop; bow thruster  
**Speed:** 17 knots normal, 19 knots maximum  
**Range:** 15,000 miles at 15 knots  
**Cargo capacity:** 6,600 tons fuel  
**Guns:** Two Oerlikon 20mm, 2-7.62mm MGs  
**Countermeasures:** Decoys: two Corvus and two Plessey Shield launchers, one Graseby Type 182; towed torpedo decoy  
**Radars:** Navigation: Racal Decca 52690 ARPA; Racal Decca 1690; I-band  
**Helicopters:** Platform for Sea King or Lynx

● RFA Grey Rover "down south" – on station in the South Atlantic, where she supports Royal Navy ships in the Falklands area.

To order postcards of the 'Ships of the Royal Navy' series please see the advertisement on page 37

## AIRCRAFT OF THE ROYAL NAVY No 2

● Buccaneer S.2 in 1976.



## Blackburn Buccaneer

ONE of the most popular aircraft to serve in the Fleet Air Arm, the Buccaneer had a prodigious range, an impressive speed at low level, and packed a weighty punch.

On October 4, 1965 a Buccaneer S.2 strike aircraft, crewed by Cdr G. Higgs and Lt Cdr A. Taylor became the first FAA aircraft to fly the Atlantic non-stop and without in-flight refuelling.

That was just over seven years after the first flight of a Naval pre-production Buccaneer, the first production S.1 – powered by two Bristol Siddeley Gyron Junior turbojets – entering service with 801 Squadron at Lossiemouth in 1962.

Most of the subsequent Buccaneers to serve in the Fleet Air Arm were, however, the more powerful and longer-range Spey-engined S.2 which remained in production until the end of 1968. By that time 84 Buccaneers had been built for the Navy.

The first operational unit to be equipped with the S.2 was again 801 Squadron in 1965, which the following year embarked in HMS Victorious.

The type also served with 700, 736, 800, 803 and 809 squadrons. In 1967 Buccaneers of 800 and 736 Squadrons flew from RN air station Brawdy to carry out the bombing of the wrecked tanker Torrey Canyon.

With the departure of the Royal Navy's conventional, fleet aircraft carriers, there was no place for the Service's Buccaneers, the last of which were flown by 809 Squadron from Ark Royal in 1978.

The aircraft were transferred to the RAF which continued to operate the type in different capacities until the early 1990s. The Buccaneer's last operational role came in the Gulf War when special laser-equipped versions were used by the RAF to provide target fixes for Tornados raiding Iraq.

The Buccaneer S.2 was powered by two Rolls-Royce Spey Mk 101 turbojets each producing 11,100lb of static thrust. Maximum speed was Mach 0.85 at 200ft and range was 3,000 nautical miles.

Maximum weapon load of 16,000lb could be made up of a variety of armaments, including bombs, rockets or Martel air-to-surface missiles.

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UK REG NO.	ACTUAL (Miles) MILES/YEARS	IS YOUR CAR TAX PAID/FREE	ENGINE			
NUMBER OF PREVIOUS OWNERS	FULL DEALER SERVICE RECORD	INITIALS	GEARBOX			
DATE FIRST REGISTERED			CLUTCH			
HAS CAR CURRENT MOT CERT			BRAKES			
RANK	SURNAME		STEERING			
PRESENT ADDRESS			TYRES			
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I SERVED in HMS Bulwark from her commission in Belfast to my release in 1956. This series of photographs was taken about the previous year. If my memory serves me correctly, the aircraft that ditched was the squadron leader of a flight from the Netherlands. I don't have any other details – but they may stir up memories for old crew mates. I was then a Leading Steward, mess 26. – R.J.Porter, Ashford, Kent.



# DITCHING OF A DUTCHMAN



## First bow of battledress in blue?

REGARDING the recent article on battledress, I was serving in HMS Collingwood at Fareham in the winter of 1940-41 when the Germans started the night blitz on Southampton and Portsmouth.

This meant that on night raids we had to shift our patients from the sick bay into the shelters across the camp road.

These were fitted with crude bunks but were unheated and unsuitable except for the actual time of risk. There was considerable wear and tear on uniform and as a result we were allowed to wear overalls, which were not ideal.

Being fully aware that the art of achieving a comfortable life in the Service is the interpretation of regulations, I drew a length of puffers serge from the stores and went over to the Master Tailor at Eastney Barracks who made me a standard battledress in blue.

When I appeared in the Wardroom in my acquisition a week later there was considerable interest and query. I merely said that the Commodore's order referred to overalls. There was no further objection. – Surg Capt W.S.Parker, RNR (Ret), Brighton.

### Over to Norfolk

I WROTE to you for help in tracing the owners of a bronze plaque commemorating shipmates lost during 1940-44.

It was discovered in a churchyard adjacent to the site of the airfield at RNAS Stretton (HMS Blackcap) and was given to members of the Manchester branch of the Fleet Air Arm Association as it was thought it referred to HMS Blackcap.

This proved not to be the case and despite searches in records over a considerable period no trace of the rightful owner could be found.

However, within two days of the publication of the item in 'Over to You' I received a call from someone who knew every name engraved upon it. It turned out it belonged to HMS Norfolk – most of the men listed lost their lives in the action against the Scharnhorst at North Cape.

The Old Norfolks Association were delighted to learn of the find, especially as this year is their 50th anniversary. – J.M.Buie, Sretford.

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**



## Navy News

**No.509 41st year**  
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Notice of cancellation must be received 5 weeks preceding publication date.



## Letters



# No laughing matter for Cavalier

## Shades of courage

I HAVE just been reading in an account of the Battle of Jutland the action for which Jack Cornwell was awarded the VC. It featured photographs of a Mention in Despatches, a commemorative stamp and his VC, all of which are to be found in the Imperial War Museum.

However, the VC has a blue ribbon, not the purple one I understood to be the norm. Are there or were there two ribbons for this decoration, one for the Navy (blue) and one for the Army (purple)? – J.Rutherford, Sorn, Ayrshire.

The ribbon was originally dark red for Army recipients, blue for Navy. On the formation of the RAF in 1918 it was felt there was no suitable colour for yet another ribbon and no real necessity for any distinction anyway. So King George V decided that all VCs would henceforth have the red ribbon. The last Naval VC to have a blue ribbon was CPO George Prowse, of Drake Battalion, Royal Naval Division, for his action in capturing a machine gun strong-point at Pronville on 2 September 1918. He was killed during the Battle of Cambrai later that month. – Ed.

THE OBSERVATIONS of M.A.Hollanby in your September issue concerning the condition of HMS Cavalier and the possible salvaging of U-534 do require examination.

His concern for the ship is justified. The reassurances from South Tyneside Council, like the ship now, do not hold water. She has at this time the same buoyancy capability as U-534.

The Cavalier was purchased with the intention of making her the first exhibit in a National Shipbuilding Exhibition Centre at the old Hawthorne Leslies yard at Hebburn. She was purchased from Brighton in 1987 for £91,000. Since then a traceable sum of £323,000 has been spent on the project. £28,000 is spent annually on security at the site – all by the local taxpayer.

The years of neglect having been exposed, the council, on advice, requested the Procurement Executive of the MOD to send structural surveyors to examine the vessel.

In their report they stated that the ship was in reasonable condition considering her age – but put the work required at £400,000 plus £50-100,000 contingencies. That was to make her watertight and bring her to a reasonable standard.

The dock gates are unserviceable and operating machinery defunct. Should this problem be resolved a major dredging operation is required just to bring her alongside.

The whole sorry episode should

be brought to an end now, by allowing this vessel, part of our naval heritage, to be transferred to an organisation with proper funding capable of preserving her for posterity. – Cllr J.L.Capstick, South Tyneside.

## When 'Winkle' Brown burned rubber

I HAVE read a lot lately about the first jet landing on HMS Ocean and other exploits of jet aircraft after World War II, but not once have I seen anything about the part played by HMS Warrior.

I joined her at Portsmouth in September 1948, taking the ship over from the Canadians. We watched with amazement as the Dockyard maties brought on miles of tubing and sheets of thick rubber.

All was revealed when we set sail under the command of Capt P.S.Smith – we had a rubber carpet stretched over the last third of the flight deck.

At Spithead Lt Cdr Eric 'Winkle' Brown appeared flying a Sea Venom and after one pass landed on the rubber, picking up one arrester wire – and with no undercarriage down skidded along the rubber, scorching it slightly.

Over the next few months Lt Cdr Brown made 200 takeoffs/landings with three different Mk5 aircraft, each one landing faster and faster. – B.J.Davey, Bristol.

● HMS Warrior as she appeared in Navy News 40 years ago this month, at the end of refit.



## Raleighites relive their boyhood

ENCLOSED please find my postal order for £17.50 to cover one year's subscription to Navy News which we hope will improve our sourcing for RN news in our quarterly newsletter The Canadian Raleighites.

Our Association was started as a result of 150 young Canadians coming together from across Canada in mid 1940 to join the RCNVR as Ordinary Seamen with the express intent of going on loan to the Royal Navy for training for Commissions from HMS King Alfred and continuing service with the Royal Navy. We were all together in England by August 1940.

Our initial RN training began at HMS Raleigh – hence our name – and ended at HMS King Alfred after a stint of sea-going service on the Lower Deck.

Eighteen of our members were lost in action and we have suffered all the usual depredations since the war to a point where we now have 62 members.

Our interests are many and our newsletter has played an important role in updating our archives and maintaining our always active interests in the Royal Navy. We look forward to whetting those interests via your most informative magazine. – A.A.Macdonald, Willowdale, Ontario.



# Watery first for the Wyvern

REGARDING the article on the Westland Wyvern ('Aircraft of the Royal Navy No 1'), I was on 813 Sqn in 1954-55 formed at RNAS Ford under Lt Cdr Price, DSC.

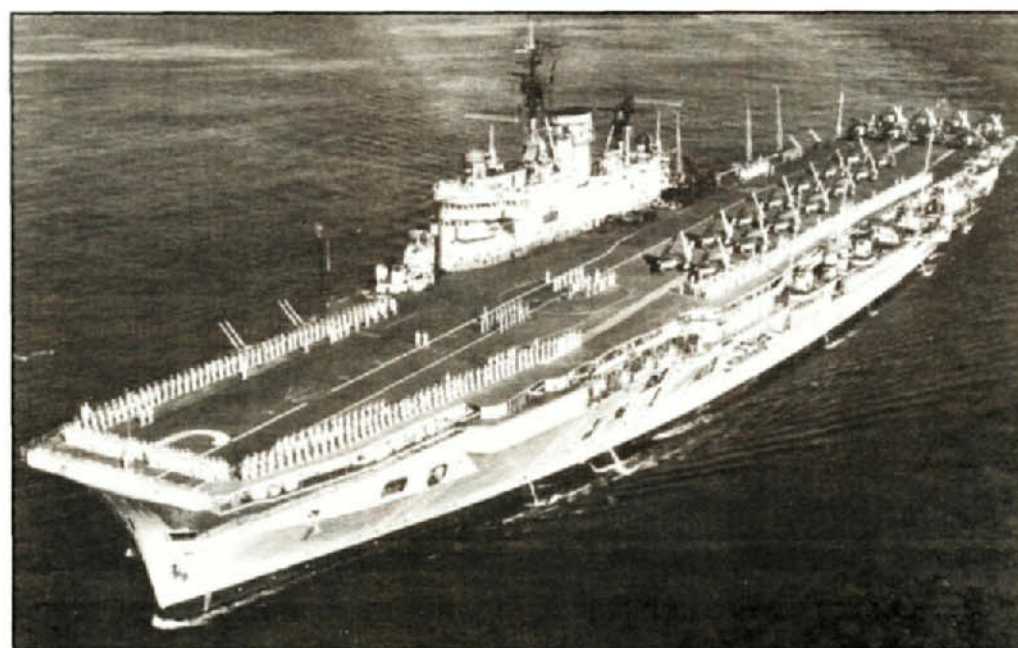
We embarked in HMS Albion in August 1954 for the Mediterranean Fleet. Unfortunately, off Gibraltar, we lost an aircraft directly off the Cata, where the pilot, Lt MacFarlane, carried out the first underwater ejection after the aircraft had been sliced in two by the ship's bow.

This incident caused the squadron to be disembarked to Halfar at Malta awaiting modifications to the engine fuel systems and except for a detachment to Bizerta we remained there until we re-embarked in HMS Albion to return to the UK in April 1955.

After leave we embarked in HMS Eagle where one of our aircraft finished up lodged in the funnel.

The squadron disembarked and disbanded in November 1955. - G.Kirsopp, Choppington, Northumberland.

● HMS Eagle is seen here (right) in June 1955 with Sea Hawks and Gannets embarked.



## My tour of Cook ship

Ref your article about the replica of Captain Cook's Endeavour (October issue), in 1993 I was in Perth visiting my sister and was lucky enough to visit the ship, then under construction at Fremantle.

At this time work had ceased due to lack of finance, so I virtually had the run of the boatyard and spent a couple of hours there.

To be able to walk on the ship and enjoy the touch and the smell of the Jarrah wood was quite something. I hope to get up to London next year to see her again when she sails up the Thames. - B.Snow, Northampton

## Random firings

IT WAS with sadness and amazement that I noticed the picture in the June edition of HMS Repulse heading up the Clyde to finish the final Polaris patrol.

The amazement stems from the realisation that it is more than 28 years ago that I sailed in the first British SSNs, Valiant and Warspite, closely followed by the first British SSBN, HMS

Resolution.

The article by my old friend and colleague Ted Booth brought memories of the era flooding back.

The firing of 'sabots' from the SSBNs alongside at Barrow was indeed dramatic.

I recall some of us making bets as to which of the tubes the shot would emerge from, as to us onlookers the pre-firing routine of opening and shutting the missile tube caps in a seemingly random fashion was quite funny. - D.White, Mittagong, NSW.

## Tsingtao beers

RN vessels may never have visited Qing Dao before (centre pages, November issue) but they often did prior to the creation of the People's Republic, when we knew it as Tsingtao.

During 1934-37 I served as a Leading Telegraphist in HM Submarine Phoenix; our parent ship was HMS Medway.

On one of our breaks from piracy patrols we spent a few days in Tsingtao and met up with units of the United States Navy (the wives apparently followed the Fleet in those days in USS Augusta).

In one of the Tsingtao bars several of the Americans kept refer-

ring to a very large matelot as 'Chief'. We found out later that he was, in fact, a full-blooded Indian chief of the Sioux. - G.Pickup, Portsmouth.

I WAS a telegraphist aboard HMS Bermuda when she visited Tsingtao not long after the cessation of hostilities against Japan - primarily to ensure the well-being of British ex-pats who had been interned there.

Shore liberty was of a strictly limited order - but I remember drinking the Tsingtao beer you refer to in a local hostelry with some American Marines. - W.Silvey, Prestatyn.

## VCs above reproach

I WAS delighted to read Commodore Leonard's letter in the November issue concerning the grave of Edward St John Daniel, VC - and to learn that, as befits a naval hero, it now receives regular maintenance and bears an appropriate inscription.

The Commodore also raises an interesting point concerning Daniel's restoration to the VC Register following the forfeiture of his medal in 1861.

Daniel was the first (and only naval VC) of eight who were struck

off during the period 1856-1919. The original Royal Warrant dated 29 January 1856 outlines the conditions for the award and clearly states that "erasure from the Register would follow any conviction for treason, cowardice, felony or infamous crime." Daniel's desertion in 1861 following a number of serious offences easily satisfied these exacting requirements!

There is another clause stating that the monarch of the day "shall at all times have power to restore such persons as may at any time have been expelled."

Obviously Queen Victoria did not feel inclined to invoke this option, but George V had contrasting views on the subject. In 1920 he made his position crystal clear in a letter written by his Private Secretary which reads: "The King feels so strongly that, no matter the crime committed by anyone on whom the VC has been conferred, the decoration should not be forfeited."

"Even were a VC to be sentenced to be hanged for murder, he should be allowed to wear his VC on the scaffold."

This announcement was deemed sufficient authority to restore to the VC Register all who had previously been erased and subsequently no-one has suffered forfeiture of the medal. - CPO R.K.Bradley, Armed Forces Careers Office, Gloucester.

## Letters

# POLICE HUNT HOLDER OF MYSTERY MEDAL

DEVON and Cornwall Constabulary is currently researching the history of its former officers who have won orders, decorations, medals and other honours going back as far as the Great War.

We are reasonably confident that the information we have gathered so far is almost complete, but there is one mystery causing us some difficulty.

During a search of material held in our Force museum, we unearthed a Distinguished Service Cross still in its original box but with no information as to who the recipient might have been.

All we know is that it was awarded in 1940. We presume that it belonged to a former officer of one of the four police forces in Devon and Cornwall in the 1940s - Plymouth City, Exeter City, Devon County or Cornwall County.

We further suspect that the holder is now deceased and that it was presented to the Force by a relative.

The holder could have been in the RN before the war and was called up as a reservist in 1939 or he may have joined the Force after 1945. It is unlikely that he joined the RN from the Police Service in the early days of the war as it was a reserved occupation until after 1940 and he could not have been among the later call-ups.

I wonder if any of your readers can remember serving with someone who won the DSC and who later joined the police in one of the forces mentioned or who rejoined the RN from the police in the early days of the war?

If anyone can help, Sgt Roger Campion is heading the special project office on 01392 452820. - Chief Supt D.Webb, Devon and Cornwall Constabulary, Exeter.

## Busy time for MacDentist?

I WAS absolutely astounded by the news of the opening of a branch of MacDonalds in Devonport Dockyard. Did the Commodore, whose brainchild this apparently was, not take advice on this matter from the Dental and Medical Branches? Did he not know that sugary junk food is bad for teeth?

I cannot believe that the hard work by dental officers and hygienists in trying to prevent dental disease is taken so lightly. The wonderful new mobile dental clinic, pictured in the same issue, in the same dockyard, is likely to become a very busy place indeed. - A.Roele, ex-Surg Lt Cdr, Ludlow.

# Artist who launched the 'man who never was'

SINCE your printing of my letter regarding the silhouette cartoons drawn by A.M.Hughes (October edition) I have had numerous enquiries for information on the cartoonist himself.

Cdr Hughes was a hydrographer who before the war carried out survey work in the Caribbean, Borneo, Hong Kong, Singapore,



Sierra Leone and Palestine. In 1936, as a lieutenant commander on the retired list, he became assistant port surveyor to the Rangoon Port Commissioners.

On the outbreak of war he joined the Naval Control Service at Rangoon and in 1940 came home to command the minesweeper HMS Corfield, engaged in magnetic mine sweeping in the Thames estuary.

From 1941-45 he served as a commander, still on the retired list, attached to the Interservices Topographical Division, first at Oxford and then from 1944 in South East Asia Command at Delhi and Kandy.

One of his tasks at Oxford was to work out the tides off Huelva in south west Spain for the dumping of the body of 'the man who never was' (see page 9).

After the war Hughes mostly worked for the Port Emergency Planning Staff at the Ministry of Transport, from which he retired in 1965.

He had a bent for natural history and made several collections for the Natural History Museum and the Hospital for Tropical Diseases. He coupled this with considerable artistic ability, illustrating several books on birds as well as painting his celebrated series of naval cartoons, many reproduced and sold by Gieves Ltd.

With Navy News' help in selling his silhouettes I have so far been able to send £400 to the RNBT. - R.C.Ribbins, Fareham.

● Detail from 'Defaulters' by A.M.Hughes

Obtainable only from the sole distributors - details below



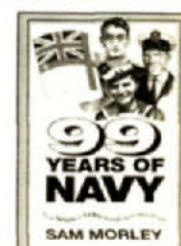
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## New trophy for inputs to fighting instructions

BRITISH Aerospace are offering a new annual award for the best contribution to the Royal Navy's *Fighting Instructions*.

The BAe Maritime Warfare Trophy will take the form of an engraved ship's decanter and will be awarded by the head of the company's operational analysis department and by the Director of the Navy's Maritime Warfare Centre at HMS Dryad.

*Fighting Instructions* is in two volumes, the first of which lays down tactical principles. The second – to which running contributions are made by staffs ashore and afloat – deals with topics for discussion and the results of operational experience.

The first award will be announced in April.

DCI RN 177/96

## Video list on offer

A NEW catalogue of audio-visual tapes and equipment for presentation and training has been produced by the Ministry of Defence.

The MOD Information and Communications Service Catalogue lists available video equipment, video cassettes, IT presentational equipment, presentational aids and accessories, and sound systems.

Issue of the 1,600 copies is controlled by ICS(SPS), Cayna, DGICS, Minerva House, Swindon (tel 5074 Mil or 01793 555074).

DCI GEN 253/96

## School of recruiting

DIRECTOR Naval Recruiting Training School has moved from HMS Collingwood in Hampshire to Bovington, Dorset. Under the new name of the Royal Naval School of Recruiting, it has been collocated with the Army School of Recruiting.

DCI GEN 265

## WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

Today, the Society provides full nursing care, as well as residential and sheltered accommodation, at establishments in rural Surrey and in Eastbourne. Convalescent and respite care is also available.

For further information, including the availability of accommodation, please contact the General Secretary.



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*'I know your right to maternity leave depends on you telling me as soon as you know you're pregnant, Leading Wren, but couldn't it wait till daybreak?'*

# BLUEPRINT FOR MUMS' RIGHTS

THE ARMED FORCES have published the arrangements under which Service women who become pregnant may choose to continue their careers.

Under the regulations, pregnant Service women may elect retirement or discharge, or to stay on and take a maximum of 34 weeks' leave under the Armed Forces occupational maternity arrangements.

The arrangements (OMA) are in addition to the 14 weeks' statutory maternity leave to which a woman is entitled whether or not she intends to return to Service.

Service women who choose to leave when they become pregnant are not entitled to full pay during maternity leave, although those who stay on, and who have served for at least a year, will continue to receive all forms of pay and additional pay plus allowances. From April, a minimum of four weeks' return to work is required to qualify for receipt of full pay during maternity leave.

### DSS payment

Whether they elect to leave or not, women may be entitled to statutory maternity pay from their Service, or maternity allowance from the Department of Social Security Benefits Agency. However, both will be offset against any salary received while on leave on full pay.

A Service woman who is not entitled to maternity pay or allowance may be able to claim DSS income support or family credit.

The right to maternity leave and OMA depends on a woman

informing her commanding officer as soon as she knows she is pregnant – and she must state whether she intends to leave or stay. She can, however, change her plans at a later time.

**This regular feature gives general information about new Defence Council Instructions affecting conditions of service. If they apply to you, study the full, original text.**

She is entitled to reasonable time off, with pay, to keep appointments for ante-natal care. If, before her intended day for finishing work, she is shown to be no longer capable of carrying out her duties, or if continued work would be a contravention of health and safety legislation, she may take leave with full pay if a suitable alternative job cannot be found for her.

The arrangements state that: "A Service woman is not to be overlooked for promotion because she is pregnant or has recently given birth. Similarly, she should not be selected for redundancy on the grounds of her pregnancy alone."

## WEU medal is latest for Bosnia

SERVICE PERSONNEL who have taken part in Western European Union operations in and around former Yugoslavia are eligible for a new medal.

The WEU Mission Service Medal with clasp *Former Yugoslavia 1992* has been approved by the Queen for wearing by UK Service personnel.

However, personnel who have the UNPROFOR Medal, the UN Special Service Medal or the NATO Medal are not eligible for the new medal for the same period of service.

To qualify for the WEU award, personnel must have spent 30 days' continuous or accumulated service in the theatre of WEU operations in former Yugoslavia or the

Adriatic from July 22, 1992. Alternatively, they must have spent 90 days' service in the area of operations outside the immediate theatre from July 1, 1992.

Those eligible are personnel serving under WEU authority in HQ Danube Mission, HQ NAVSOUTH and in direct support of WEU operations in former Yugoslavia. They are also eligible through service in other installations within the area, and in direct support of WEU operations as designated by the Secretary General. DCI GEN 280-1/96

## Weapon tiffs in good books

WEAPON engineer artificers are to be issued with a new record book designed to build a more comprehensive profile of a rating's professional and personal development.

The Professional Development Record (PDR) will be issued in the form of a ring binder with sections for personal details, training record, employment record and personal documents which could record community activities.

The move follows the success of a pilot scheme in which PDRs were issued two years ago to WEAs leaving HMS Collingwood. The record will now be issued to all branch ratings when they complete sea training.

The Navy recognises that most large employers keep the skills and knowledge of their engineers and technicians up to date and in a state of continuing professional development.

Although many of the achievements of RN artificers are recorded in divisional documents, significant details of some courses may have been omitted. That often leaves ratings unable to give enough evidence of responsibility, experience, training and development when applying for membership of professional institutes or for accreditation of prior learning for National Vocational Qualifications. The PDR has been designed to overcome that problem. DCI RN 175/96

### Single mothers

However, a Service woman who returns after having a baby is responsible for making arrangements for its care and for meeting the costs involved. If problems with child care arrangements result in her or her Service husband being unable to meet their Forces commitments, either of them may be retired or discharged.

An unmarried woman who becomes pregnant and wishes to stay in the service is entitled to family accommodation from three months before her baby is expected. Unmarried expectant mothers who opt for discharge or retirement have a right to public single accommodation until they leave. DCI JS 114

□ Navy nurseries blossom – pages 14-15.

## Princess meets Naval staff at Haslar



PRINCESS Margaret made a point of meeting the staff of all three Services when she visited the Royal Hospital Haslar in her capacity as Colonel-in-Chief of Queen Alexandra's Royal Army Nursing Corps.

Here, she is with (l-r) Surgeon Cdr Chris Cahill, Senior Medical Officer of the Accident and Emergency Department; Brig Guy Ratcliffe, Commanding Officer of the hospital; Lt Nick Howes nurse-in-charge of the accident department; PORN Amanda Anderson; and MA Paul Coleman.

Haslar was renamed the Royal Hospital in April when it became the principal tri-Service medical establishment. Princess Margaret arrived by a helicopter of the Royal Squadron, landing at HMS Dolphin.



# The ship that had two captains and the body with two names

## Deception still a mystery

THE ROYAL Navy officer who played a part in the tale of the *Man Who Never Was* believes the mystery has not yet been solved.

Captain Norman Limbury Auckinleck Jewell – then a lieutenant – was commanding officer of HM Submarine Seraph when one of the most effective wartime deceptions was launched, codenamed Operation Mincemeat.

Intelligence experts were seeking a way of putting Germany off guard as plans were made for Allied landings in Sicily.

They decided to put a body into the sea carrying "secret" Allied plans, hoping the information would quickly get back to the Germans.

A suitable "drowned man" had to be found and an identity created to reassure the enemy they had been dealt a genuine piece of good luck.

A body was chosen, and the unnamed man in his mid-30s became Royal Marines Captain (Temporary Major) William Martin, and apart from military identification, some well-thumbed love letters, ghost-written by an MI5 clerk, and a photo of his "fiancee" were placed in his pockets, along with theatre tickets, and letters from his father, his bank manager, and a solicitor.

The body was packed in dry ice in a canister, and shipped up to Scotland for a rendezvous with the Seraph. The submarine released the body into the sea off Huelva, near

Gibraltar, early on April 30, 1943.

Chained to the wrist was a briefcase containing fictitious plans for Allied invasions.

The crucial document refused a request for a decoy attack on Sicily for the Greek invasion as it was already decoy for Operation Brimstone.

Spanish fishermen spotted the "drowned man" some hours later, the papers were seen by the Germans then passed back to London by the Spanish.

Monitored German Enigma signals confirmed that the papers had been deemed genuine, and "Mincemeat had been swallowed."

### Rat poison

As a consequence, German troops moved from Sicily to Sardinia – and many thousands of lives were probably saved in the landings of July 10.

Now, following 16 years of research, London town planner Roger Morgan believes the *Man Who Never Was* to be Glyndwr Michael, a labourer who killed himself with rat poison in January 1943, and who is still officially Major Martin RM in the Huelva cemetery.

But the theory has its detractors – not least the man who actually placed the body in the sea.

Captain Jewell is modest about the role played by his command – and the other tasks the 865-ton boat undertook.

"I think the reason they chose me was because I had already been in the Med," said Captain Jewell (83), who lives in Hampshire.

"We were not doing anything particularly different from any other submarine."

Captain Jewell was with Seraph in Scotland for a brief work-up period when he was summonsed to London.

"I met some members of the Twenty Committee because they needed me to know what was happening," he said.

"I was the only one to know until just before the body was put into the water – I couldn't have done that by myself."

"Up until then the crew were told there was a weather buoy in the canister."

"I don't believe the claims about the body's identity – he says the man they chose killed himself with poison, but no one with any sense would use a body in which poison could be found."

"It had to look like he had drowned. The people who were thinking these things out weren't fools – people like Sir Bernard Spilsbury would only have advised that it should be someone who perhaps died of pneumonia, so that the lungs could be washed out with salt water to make it seem genuine."

"From all the evidence in the press recently it sounds most unlikely he was the man that has been named."

□ Letters – Page 7



● Seraph returns to Fort Blockhouse in December 1943 after patrolling the Mediterranean.  
Photograph courtesy RN Submarine Museum.

## Officer honoured by three nations

CAPTAIN Jewell says he has happy memories of his time in Seraph – but is quick to point out that there were many other submarines carrying out similar tasks.

"Quite a lot of us from Seraph are still around – but we were just the same as any other submarine. Most others had similar jobs to do."

Nevertheless, General Patton praised the conduct of the submarine and her crew, and Lt Jewell, already holder of the British Distinguished Service Cross, sub-

sequently received the Legion of Merit, America's highest honour for a foreigner, as well as French Chevalier of the Legion of Honour and the Croix de Guerre.

"At the end of the war I spent a couple of months driving T-boats to be laid up around the country, then I became captain of a submarine flotilla in Scotland," he said.

Posts as European Chief of Staff for Flag Officer Eastern Atlantic and Director of the Staff College followed before Captain Jewell retired.



● Seraph at Fort Blockhouse, Christmas Day 1943, with Ferdinand the Bull painted on the bridge. Officers (left to right) are: Lt F Harris, RNVR, Lt N. Jewell, CO, Warrant Eng M. Stevenson, and Lt W. Scott, First Lieutenant.  
Photograph courtesy RN Submarine Museum.

## VARIED CAREER OF HMS SERAPH

HM SUBMARINE Seraph had a long, varied and successful career with the Royal Navy – and the United States Navy.

She finished her task she had started in Operation Mincemeat by being one of three beacon submarines to guide Allied troops in for the Sicily landings in 1943.

She also landed and recovered US General Mark W. Clark and a team which held secret meetings with French leaders near Algiers prior to the Allied landings on the coast of North Africa, in 1942.

### Secret mission

She once sailed as the USS Seraph when nominal command of the Seraph passed to US Captain Jerauld Wright in February 1943.

On another occasion the submarine, which had a complement of just under 50, was involved in a secret mission to land arms and sabotage equipment near Genoa.

In addition to her "cloak-and-dagger" operations, Seraph managed to fit in standard Mediterranean patrols, sinking

enemy ships around Corsica and in the Aegean.

She finished her active war role in 1944, by which time Captain Jewell had moved on.

The submarine, built by Vickers Armstrong at Barrow and launched in late 1941, was converted into a high-speed target submarine.

Disarmed and streamlined, Seraph helped with anti-submarine training for escorts during and after the war, continuing in service until December, 1965, when she was scrapped.

But even then she was not forgotten.

Seraph's fore hatch, steering and plane wheels, ship's bell and badge, and her periscope are incorporated into a memorial in the grounds of the Citadel, Charleston, South Carolina – the only memorial specifically dedicated to a foreign warship in the continental USA, and the only place in the world where the White Ensign is hoisted daily on foreign soil to the honours of a foreign military guard and band.

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## Helping Hands



### Sultan shares wealth

NAVAL and civilian charities are still reaping rewards from all the hard work put into HMS Sultan's Summer Show.

The event raised a record-breaking amount and the proceeds are still being distributed to worthwhile causes.

Representatives from King George's Fund for Sailors and the SSAFA visited the establishment recently to receive the largest donations so far.

Sultan's Commodore Malcolm Shirley presented a cheque for £5,000 to Capt Chris Walker of KGFS while the establishment's XO, Cdr David Pond, handed over £2,000 to Capt Alex Wale for SSAFA.

#### Local support

Other charities in the South which have benefited from Sultan's summer success include the RNLI, Gosport and Fareham Inshore Rescue Service, Gosport Accommodation Centre, Felicia Animals Park, youth football teams, and local youth clubs.

And staff at Gosport Victim Support Scheme, who have helped 1,300 victims of crime since the service was launched in January, were able to purchase essential office equipment with help from Sultan's charity fund.

# £50,000 - beat that!

THE SAILOR'S Fund is £50,000 better off after a huge donation from the proceeds of last summer's Beating Retreat in Horse Guards Parade.

The most successful Beat Retreat ceremony ever held, the performance by the massed bands of the Royal Marines was a virtual sell-out which raised more than £120,000 for charity.

The event, which marked the 75th birthday of Captain General of the Corps, the Duke of Edinburgh, raised more than double the proceeds from the last Beat Retreat in London in 1991.

Secretary of the Sailors' Fund, Cdr Keith Harris, said: "This substantial donation will be used to

improve sporting facilities throughout the Navy for all sailors."

#### Allocation

"The money will be allocated to specific projects at the next meeting of the Sailors' Fund Grants Committee later this month."

A cheque for £50,000 was presented by Royal Marines Musician Stephanie Pryer from the Royal Marines School of Music to Commodore Bob Turner, Director Naval Service Conditions, Cdr Harris and the Assistant Sailors' Fund Secretary Miss Rosemary Verran.

### Day trip to Pompeii full of variety

SECOND Sea Lord, Admiral Sir Michael Boyce, brought history alive for 30 underprivileged youngsters when they visited HMS Victory.

The children were given a tour of the ship and learned about the traditional wreath-laying ceremony at the spot where Lord Nelson fell during the Battle of Trafalgar.

Later, they enjoyed a boat trip around Portsmouth harbour and visited the Submarine Museum at Gosport. The Royal Navy hosted the visitors on behalf of the Variety Club of Great Britain.



Admiral Sir Michael Boyce shows Victory's visitors the spot where Admiral Nelson fell during the battle of Trafalgar.



HMS Drake's PTI team with their passenger Mrs Ursula Burch, wife of the Naval Base Commander. Picture: HMS Drake Photographic Unit

## Guzz fund raisers get carried away

THREE Naval teams from Devonport Naval Base took part in a gruelling sedan chair race around Plymouth Hoe to raise cash for St Luke's Hospital.

Teams representing the PTI department, Captain Fleet Maintenance and the Second Submarine Squadron and their passengers battled against 11 other teams in the event and came 3rd, 4th and 6th respectively.

#### Eastern inspiration

Sedan chair racing originated in Hong Kong and has raised more than £1 million for charity in the last 21 years.

And history books show that in the 18th Century the sedan chair was a popular mode of transport in Plymouth, with customers being charged 6d for short distance rides.

Organisers hope that the fun event will become an established fixture in Plymouth's fund raising calendar.

## Survey ship aids poor and needy in SW India

HMS HECLA donated hundreds of items of second-hand clothing and £500 in cash to destitute people in Cochin, SW India, towards the end of her last deployment.

The ship spent four days in port and put into action an ambitious aid programme arranged by Hydrographic Squadron Chaplain, the Revd Simon Stevens, who joined the ship in Dubai.

Hecla played host to 38 children from Cochin's orphanage in a memorably boisterous cake and jelly party in the junior rates mess hall with members of the ship's company, including her Executive Officer, Lt Cdr Richard Labone, dressed up as swashbuckling pirates.

On the final day of the visit, the Chaplain led a 15-strong working party ashore to redecorate the local children's hospice, which provides terminal care to both physically and mentally handicapped children.

#### Moving

Under the watchful eye of the hospice's Sister Rity, the children and their beds were carefully carried from their dormitory before it was given a much-needed spring clean and a coat of paint.

The project was particularly moving and the sailors finished off the work with a white ensign and a Hecla crest.



All smiles: 38 Cochin orphans had a wonderful time when HMS Hecla invited them to a party in the junior rates mess hall. They are pictured here with Hecla's XO, Lt Cdr Richard Labone.

## In brief

Ten sailors from the Navy's newest frigate HMS Somerset marched 160 miles from Taunton to Plymouth to top up the ship's charity chest.

The route took them over the Quantock Hills the South West Coast Path and along the entire length of the Two Moors Way, crossing Exmoor and Dartmoor.

The team averaged 20 miles a day and raised over £500 for charities in the ship's home county.

The RN Motorcycle Team have set off on this year's round-Britain ride to raise cash for the BBC's Children in Need Appeal.

The team chose HMS Victory as the starting point for their epic journey and were sent on their way by Portsmouth Naval Base Commander, Commodore Ian Henderson.

801 Squadron members from HMS Illustrious took just four days to cycle 300 miles from Boston to New York during Exercise Purple Star and raised £750 for charity.

The money was presented to the neo-natal unit at Musgrove Hospital, Taunton.

During HMS Berkeley's visit to Portree on the Isle of Skye, five sailors put their backs into a project to clear the coastal footpath. Local children involved in the environmental project, known as the Grizzly Challenge, greatly appreciated the extra hands.

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# Stubborn streak of Sea Hawk

THE RN Historic Flight's plans to show off their newly restored 1954 Sea Hawk jet fighter with a spectacular air display were shot down when all efforts to start her engine failed.

Minutes after RNAS Yeovilton's Commodore Scott Lidbetter officially received the aircraft from British Aerospace, pilot Lt Cdr Dave Baddams was climbing back out of the cockpit while technicians disappeared under the aircraft's engine cowlings.

The Sea Hawk's antiquated cartridge firing system was the prime suspect and the display was postponed, but the event did succeed in bringing together dozens of aviation experts who had worked on the project and many former Sea Hawk pilots.

And the sight of Sea Hawk FGA6 in 806 Squadron's 'Ace of Diamonds' livery brought back many memories, especially for former lieutenant Richard Sheridan who piloted the aircraft on Far East carrier HMS Albion in 1960.

"The Sea Hawk was very easy to fly, it was a good gun platform and good in the ground attack role. It was easy to deck land too. The approach speed was 110 knots and you had a nice view out of the cockpit."

Sea Hawks played a key role during the Suez crisis of 1956 where they pressed home ground attacks against Egyptian shore targets in the face of heavy ground fire.

They were the first really successful jet aircraft to enter service with the FAA and well over 500 were manufactured.

RN Historic Flight Manager Mr Bryan Wood said that many technical difficulties had been overcome with the help of British Aerospace and Rolls Royce to get the Sea Hawk airborne again.

The engine itself was sent to Canada to be overhauled, and the reassembly of the ejection seat and production of new cockpit seals were particularly problematic.

Mr Wood said: "There were 63 modifications in all, mostly to update the electronics. Sadly, one of the things we would like to have had was an electric start. If we had that we wouldn't be having this particular problem today!"

As a gesture of thanks for British Aerospace's work on the project, Harrier prototype P1127 has been transferred from the FAA Museum to BAe Dunsfold where the late Bill Bedford conducted pioneering trials.

## TURNING IN HIS GRAVE?

CONTROVERSY once again attended this year's Trafalgar Day commemorations as a Nelson enthusiast started a campaign to move the hero's remains from St Paul's Cathedral to Burnham Thorpe.

The plan by Alec Hood, former landlord of the Lord Nelson pub in the Norfolk hamlet where Nelson was born, was roundly condemned by RN Museum chief curator Colin White.

He pointed out that in his will Nelson said he wished to be buried at Burnham Thorpe – unless the King had other plans.

"Nelson loved honour and glory more than Burnham Thorpe and he would have been more than happy with the present arrange-

ment," he said.

This year also saw the last Trafalgar Night under naval auspices at RNC Greenwich's Painted Hall – where Nelson's body lay in state when it was part of Greenwich Hospital.

Most of the staff will have moved out by the middle of next year as the three service staff colleges amalgamate – and no decision has yet been made on the future of the buildings designed by Christopher Wren.

At the tri-Service Defence IT Management Training Centre dinner held at the Royal Military College of Science, Shrivenham, the only commander RN was one of the leavers, so to avoid the ignominy of having Army or RAF presiding the organisers looked elsewhere.

Fortunately Moira Hoath was promoted commander a few days earlier – and was immediately pressed into service as president.

Meanwhile the annual thanksgiving and service was held at Madron Parish Church, Cornwall, where HMS Pickle first passed the news of the 1805 battle to fishermen in Mounts Bay – this year followed by a parade with personnel and a band from RN Air Station Culdrose, HMS Orwell, the Sea Cadet Corps, the Royal Naval Association and the Royal British Legion.

● **At the Gibraltar Cemetery a wreath is laid by LMT McCready on the grave of Lt William Forster who died of wounds he received in the Battle of Trafalgar aboard HMS Colossus. WRO1 Lawton looks on.**



## Beauty and the Brocklesby

FOURTH of the Hunt Class mine countermeasures vessels HMS Brocklesby was rededicated at Rosyth at the end of a 10 month refit.

Special guest was Lord Yarborough, Master of the Brocklesby Hunt – and Lady Yarborough, seen here with the ship's CO Lt Cdr Christopher Thomas and OM(MW) Fox, youngest member of the ship's company, at the cake cutting ceremony.

The first ship to rededicate in what has now become Rosyth Royal Dockyard, HMS Brocklesby joins the On Call force at the beginning of next year.

Picture: HMS Neptune Photographic Section.



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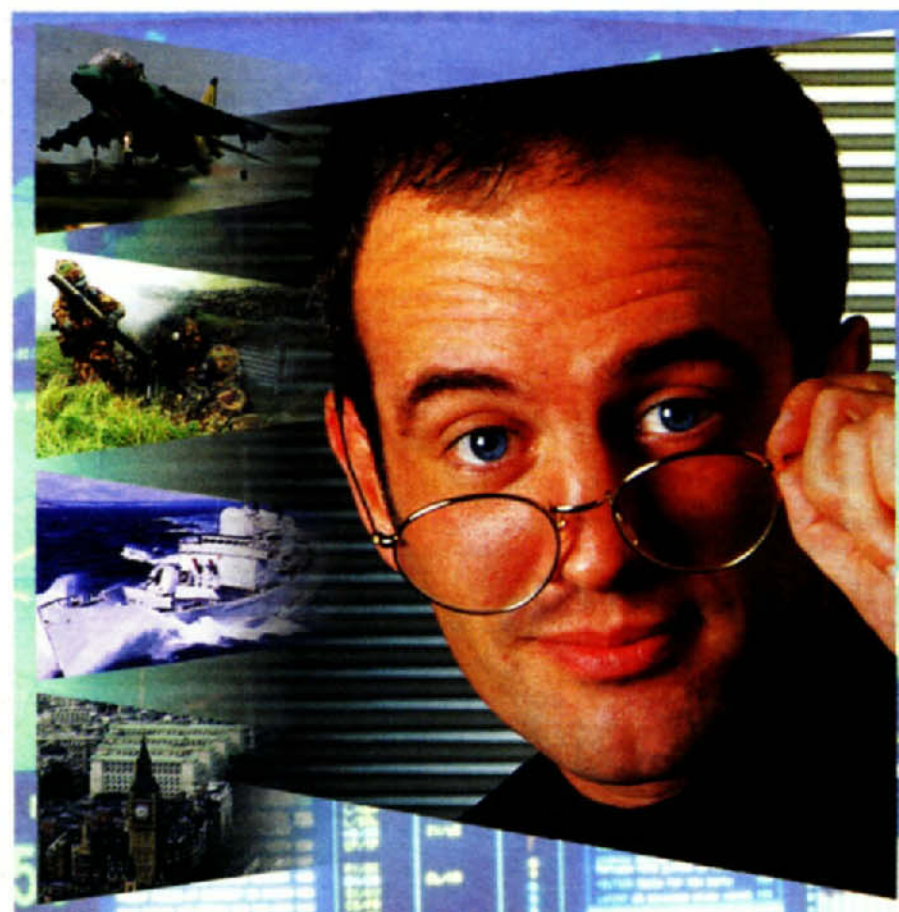
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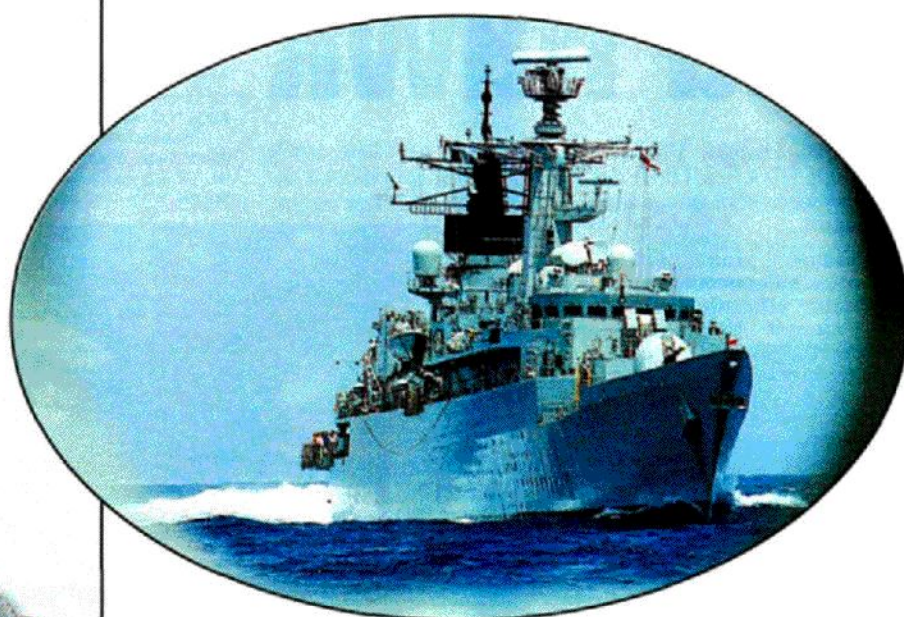
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# NATO's are in



● Sea King helicopters from 814 Sqn embarked in HMS Invincible launch for dawn probes during Exercise Dynamic Mix.

● Command ship HMS Cambeltown, a Type-22 frigate, seen through the hawsepipe of Canadian frigate HMCS Halifax during Exercise Co-operative Venture 96.

● STANAVFORLANT starburst -- warships scatter in to blue waters of the Caribbean, where the force has been involved in anti-narcotics operation and exercises.

## Carrier power harnessed in Mediterranean exercise

**W**HILE STANAVFORLANT has been looking north to exercise, and the ships of the STANAVFORCHAN are working their way east, down south in the Mediterranean another force has been testing its mettle.

Nine nations provided 30 ships and submarines for Exercise Dynamic Mix 96, a two-week NATO programme which included elements of the Standing Naval Force Mediterranean.

HM Ships Nottingham and Sheffield exercised alongside ships from Turkey, Greece, France, Italy, Germany, the Netherlands, Spain and the USA, while Vice Admiral John Brigstocke, Flag Officer Surface Flotilla, embarked his Battle Staff in HMS Invincible for the UK-led task force.

The 40-strong team used the carrier as a command platform, running an international task force of 14 ships.

RFA's Fort Austin and Oakleaf, and the Netherlands' new HNLMS Amsterdam, provided support.

### Carriers

For the first time in years, three European carriers were in harness, co-ordinated by Invincible, to demonstrate the combined strength of European carrier power.

Invincible, Principe de Asturias of Spain – recently seen in Portsmouth – and Italy's Garibaldi, met in Palma and sailed for combined training, including air patrols, cross-deck exchanges and mixed fighter forces.

Invincible's FA2 Sea Harriers also had the opportunity to conduct the first in-service release of the new 540lb bomb on the Teluda range in Southern Italy.

Dynamic Mix featured some 17 engagements with the enemy in a week – the enemy in this case being French, Italian and US destroyers and frigates, usually spotted by Invincible's 849 Sqn Sea King helicopters or shore-based maritime patrol aircraft.

Teseo, Harpoon and Exocet missiles were launched from aircraft, surface craft and submarines, and 800 Sqn's FA2 Sea Harriers conducted long-range Sea Eagle missile attacks.

One unusual feature was the appearance of Italian hydrofoil fast patrol boats, which succumbed to USS Bradley's Sea Hawk helicopter and Sea Skua missiles dispatched by Sheffield and Nottingham's Lynx helicopters.

Another feature was the operation of nuclear submarine USS Grayling in direct support from the flagship, countering both enemy submarines and surface ships using torpedoes and sub-harpoon missiles.

The only ship actually owned by NATO – Research Vessel Alliance – provided

technical support in spotting submarines with one of the first tactical uses of Low Frequency Active sonar, and Sheffield and Grayling chipped in with passive Towed Arrays, while Fort Austin provided a forward operating platform for 814 Sqn to attack discovered submarines.

814 Sqn clocked up more than 200 hours in anti-submarine sorties during the exercise, and Alliance achieved her best-ever detections.

Admiral Brigstocke said: "The exercise was a great success and co-operation between the three European STOVL carriers was first-class.

"Excellent training was achieved by all participants, and by my Battle Staff."





# standing forces perpetual motion

**T**HE OPENING of a new NATO headquarters at Northwood has set the seal on the first phase of a radical shift in the focus of the alliance – and it reinforces the Royal Navy's position at the cutting edge of multi-national forces.

Atlantic Building, housing 224 men and women from 11 countries, is a direct result of NATO restructuring after the end of the Cold War, and will play a substantial role in the maintenance of transatlantic ties.

Admiral Sir Peter Abbott, the Commander-in-Chief Fleet, also heads the new NATO HQ with the dual role of Commander-in-Chief Eastern Atlantic (CINCEASTLANT) and Commander Naval Forces North Western Europe (COMNAVNW), making Northwood ideally suited to conduct maritime operations in both open ocean and coastal waters.

Northwood NATO maritime HQ is responsible for two of NATO's three standing naval forces – and both are currently under British command.

The Standing Naval Force Channel (STANAVFORCHAN) comprises between six and ten mine warfare ships, under Cdr Colin Welborn on board Hunt-class mine-hunter HMS Bicester.

This force, recently exercising off the Danish coast, is NATO's immediate reaction force when the alliance has to deal with the threat of mines.

STANAVFORLANT is the Standing Naval Force Atlantic, consisting of between five and ten frigates and destroyers, and it is currently under the command of Commodore Andrew Gough, who flies his flag on Type-22 frigate HMS Campbeltown.

The group is Supreme Allied Command Atlantic (SACLANT's) immediate reaction force in the Atlantic, and has been working hard in recent months.

Ships of STANAVFORLANT, including Campbeltown, have taken part in Operation Sharp Guard, enforcing the arms embargo against the former Yugoslavia in the Adriatic, and on the lifting of that measure the force headed for more familiar waters.

Since the spring, STANAVFORLANT has helped with anti-narcotic operations in the Caribbean, and has participated in large exercises with Latin American navies.

## Theories

The two standing forces have had to adapt to major strategy changes, and these maritime theories were put into practice during Exercise Northern Lights 96 off Iceland and the West coast of Scotland.

The exercise, reported in last month's Navy News, was a major test of NATO's ability to deal with a crisis at sea involving NATO allies, and to test the new Combined Joint Task Force concept at sea – some 50 warships, including the carrier HMS Invincible, and more than 100 NATO aircraft took part.

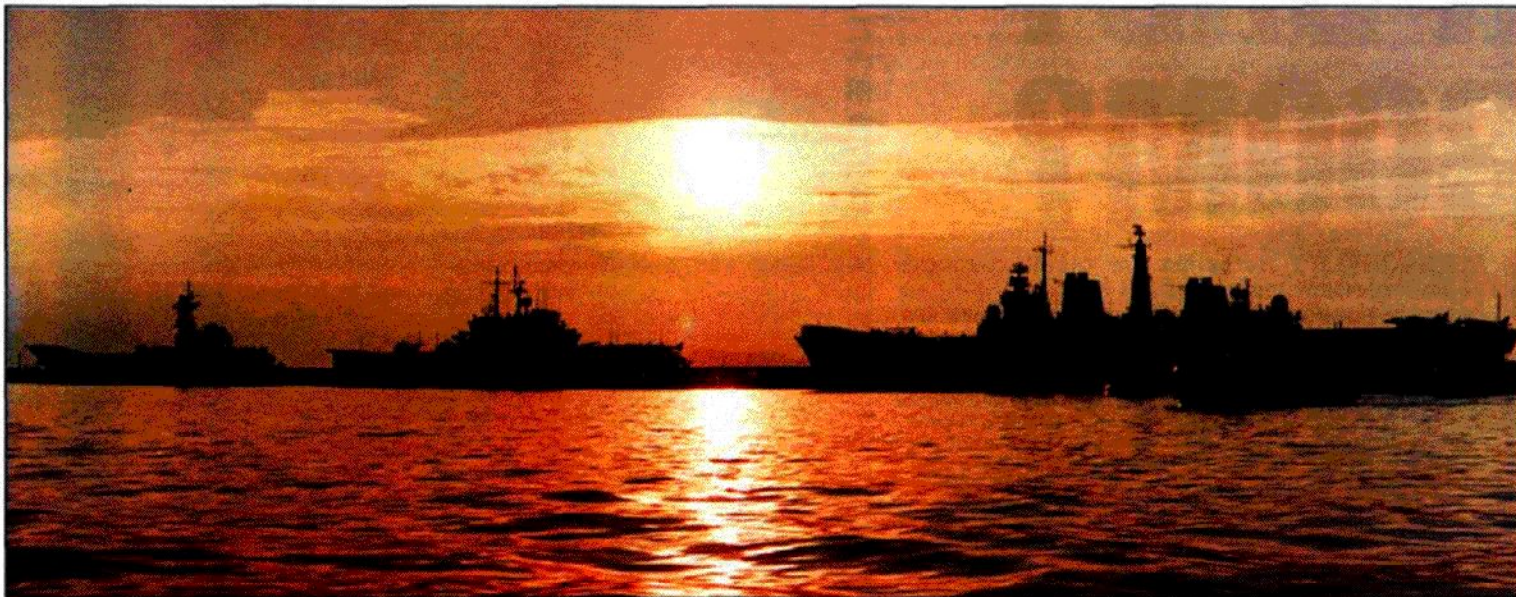
Northwood's unique position – falling under both major NATO commands in both Europe and the USA – makes it the natural focus for maritime activities of the Partnership for Peace (PfP) programme, initiated in 1994 to transform the relationship between NATO nations and Partners, many former Warsaw Pact alliance members.

PfP allows former 'opponents' to work for a common purpose in areas such as peacekeeping operations and humanitarian relief.

Ships of the STANAVFORLANT force have recently completed Exercise Co-operative Venture 96, the largest and most ambitious PfP maritime operation to date, involving 26 ships from 11 NATO and PfP countries, including Poland, Latvia and Lithuania.

Meanwhile the STANAVFORCHAN ships have visited Estonia, and are due to visit Sweden and Finland before the year is out.

● Ships from STANAVFORLANT and PfP during Exercise Co-operative Venture 96, the last ambitious of its type to date.



● HMS Invincible (right), ITS Garibaldi and SPS Principe de Asturias meet up in Palma before Dynamic Mix, the first NATO exercise in recent years to involve three European carriers.

● HMS Invincible refuels from the new 17,040-ton Dutch fast combat supply ship HNLMS Amsterdam during Exercise Dynamic Mix. The Dutch ship was commissioned just over a year ago.

● Bridging the nations – Captain Adrian Johns, Commanding Officer of HMS Campbeltown, passes under the Rialto Bridge on official call during the ship's visit to Venice.





## Two pages for Families

# GETTING SET FOR A BABY BOOM?

**H**IGH-QUALITY nurseries are rapidly becoming an important feature of RN establishment as Naval bosses respond to a growing need for full-time day care for the children of Service men and women.

During the past two years full-time nurseries have started up at RN air stations Culdrose and Yeovilton, HMS Drake, HMS Collingwood and HMS Sultan, with HMS Nelson at Portsmouth likely to follow suit soon.

At Northwood, the wives of the Help, Information and Volunteer Exchange are contemplating starting a full-time nursery but are hampered by the establishment's accommodation shortage. And plans for some form of child care are under discussion at HMS Excellent.

"Child care is not something usually associated with MOD," says the Ministry of Defence in the second paragraph of *Childcare - a Guide*, a solid, 124-page document

drawn up by MOD to set would-be founders of nurseries, playgroups and creches on the right lines.

Playgroups and creches - usually sited on married quarters estates - have long been a feature of Service life. But full-time care, five days a week within Naval establishments is a relatively new concept.

Many Service care workers feel that changes inside - and outside - the Navy have fuelled the trend. They see as contributory factors the policy of sending women to sea and the more recent ruling that members of the Armed Forces who give birth need not leave. The growth of single parent families also has an impact inside as well as outside the Services.

It is too early to establish whether a Service "baby boom" is under way, but what is certain is

that the Forces will soon experience an increase in their ranks of young mothers seeking to combine their careers with parenthood.

Yeovilton's nursery is up to its capacity of 30 children with a waiting list of 40 - "and those are mostly babies due to be born," said the manager there, Mrs Hedda Norris. At Culdrose a third of the 30 children in the Helitots nursery are the babies of Naval women who opted to stay on after pregnancy.

Underpinning all this is the MOD's encouragement of child care facilities in keeping with its stated commitment to equal opportunities.

"Child care is part of the MOD's general approach to more flexible working patterns," said a spokesperson. "Government policy is to encourage the provision of child care at the workplace, and an increasing number of employers and government departments are setting up child care facilities."

### Registration

Certain standards are laid down by the Ministry which has decided that all child care facilities under its auspices must be registered by local authorities. Although registration is something from which the Ministry is exempt, there are distinct advantages in "signing up".

Most obvious is that the partnership with local authorities helps to maintain recognised standards. But there is another reason: parents may otherwise be taxed on benefits they receive through subsidised child care.

On the mechanics of setting up facilities, the lead from the top is given mainly in the form of advice and options.

"It is very much a needs-led issue as far as MOD is concerned,"

TWO YEARS ago the Navy's first all-day nursery opened at Culdrose and since then more establishments have followed suit. In this special feature ANTON HANNEY examines the reasons behind the blossoming of the Naval nurseries and why costs to parents seem to vary so widely...



Some of the Helitots at Culdrose take a turn at the ball pool, one of the facilities donated by the Nuffield Trust to the air station's nursery. With the children are (l-r) Janice Thirlaway, Lt Cdr Ian Stobie, Lt Richard Whalley (nursery business manager), Penny Thornehill (wife of the station's CO), and Penny Powell. The children are (l-r) James McDonald, Liam Rooks, Thomas Cooper and Charlotte Roberts.

### Charges

The result, at least in the case of full-time nurseries, has been a wide variation in how to do it and what to charge. While assessing the ticklish problem of fees for what in all cases is high-cost care, establishments bent on starting a nursery face the possibility of criticism and disappointment being expressed by parents who may expect their Service to provide quality facilities that will cost them significantly less than those outside.

"Each establishment is able to make its own decisions on parental contributions," says MOD.

"This means that, in theory, a child care scheme could be free to users or that full charges could be levied to cover the costs. In practice, something in between is more desirable."

In the view of the Ministry, establishments need to take account of the local "going rate",

the cost of the scheme, the sum suggested by any parental survey, and salary levels.

A *Navy News* survey found that costs for full-time care, five days a week, in an establishment nursery ranged from £66 to £95 a week. While the variations may reflect local factors and quality of the facilities, the way in which nurseries are set up may also influence the cost to parents.

HMS Drake's nursery - Roger Burrow - was started a year ago through the impetus of two civil servants there, Alison Rogers and Jane Burrow.

The Burrow, like the other nurseries, caters for children aged from three months to five years, provid-

### Playgroup directory

THIS directory of playgroups and creches is not exhaustive, but it will provide some guidance to parents on location, hours and cost of facilities in their area.

#### WESTERN AREA

**Under Fives Co-ordinator:** Trish Whiteley, tel 01752 782921.

Eight pre-school centres serve the PLYMOUTH area, each charging £2.35 per session, with £2.15 for a second child of the family and nothing for a third. A retainer fee of £1.55 is charged for notified absences. The locations and opening times are:

Chadwellwood, 0915 and 1230-1515.  
Crownhill, Eggibuckland, Trevorder and St Budeaux, all 0915-1200.

Laira, 0900-1145.  
Radford, 0915-1200 and, except Friday, 1215-1500.

Tamerton 0900-1145.

**HMS OSPREY** (Portland) playgroups are on married quarters at:  
Preston 0900-1200 Mon-Weds and 0900-1300 on Fri at £2.50 a session.  
Hayland 0900-1200 Mon-Fri at £1.80. (Tel Osprey ext 5347)

**Wyke Regis** Mon-Fri 0915-1215 at £2.10, and for an extra 70p a child can stay for an hour longer at a lunch club.

Osprey also runs a creche at 1000-1200 on Tuesday and Friday of each week at the Boscawen Sports Centre. It allows mothers to use the sports facilities. Cost is £2 for an hour and £2.50 for the whole period.

**RNAS CULDOSE** wives run a playgroup each weekday morning on the MQ estate.

**HMS RALEIGH** holds a two-hour creche once a fortnight for Wives Club meetings. Fee: £1 a session.

#### EASTERN AREA

**Under Fives Co-ordinator:** Carole Eley, tel 01705 580515.

Six playgroup facilities serve the PORTSMOUTH and GOSPORT area. Fees are £1 an hour, with children accepted from civilian families if vacancies exist. The groups are at:

**Hardway** - 0900-1200 Mon-Fri.

**Rowner** - Snipe Group 0900-1200 Mon-Fri and 1300-1455 (under-threes) Tue & Thurs, Skylark Group 0900-1200 Mon-Fri and 1245-1500 Mon-Thurs, Spoonbill Group (all under-threes) 0930-1130 Mon-Fri and 1230-1430 Mon-Thurs.

**Peak Lane** - 0915-1215 Mon-Fri and 1300-1500 Mon-Thurs.

**Drayton** - 0915-1215 except Weds when there is a creche for mothers attending a Wives Club meeting; an under-threes playgroup is held at 1245-1445 on Weds, Thurs & Fri.

**Hilsea** - Puffin Group, 0930-1230 except Tue when there is an under-threes session at

0930-1130. Under-threes sessions are also held on Mon, Weds & Fri 1300-1455, with a mothers and toddlers session on Tue and Thurs afternoons; Pintail Group, 0930-1230 Mon-Fri with under-threes sessions at 1300-1455 Weds & Thurs.

**Eastney** - 0930-1230 Mon-Fri with under-threes sessions at 1300-1455 Mon-Thurs.

**HMS Dryad** runs a creche for Wives Club meetings at no charge.

#### SCOTLAND

**HMS Caledonia** runs a playgroup in the Forth Families Club, Rosyth each weekday at 0900-1130 and 1300-1530. Capacity is 24, 30 per cent of whom are the children of civilians. Fee is £1.50 per session with a four-weekly charge of £1 for snacks.

A creche is also held at the centre each day for parents taking part in aerobics, and once a week for country dancing and a meeting of the Model Ship Club.

At **HMS Gannet** a playgroup is held at the MQ Community Centre for up to 15 children, Mon-Fri at 0930-1230. The fee is £2 per session. HIVE wives intend to start a creche as long as there are enough paid volunteers to run it.

It is planned to hold sessions of just under two hours on Tuesdays and Thursdays to allow mothers to go shopping. Fee: £1 per session, 75p for a second child and 50p for a third.

**Clyde Naval Base** has a playgroup at the Drumfries Families Club annexe on the MQ estate at Faslane. It has 48 children on its books and holds sessions each weekday at 0900-1130 and 1300-1500 at a cost of £1.60 for mornings and £1.50 for afternoons.

A creche is also run on the estate at 0930-1130 on Tues and Thurs. To enable wives to use the Families Centre sports facilities. There is also a session at 1300-1430 on Weds to cover a Wives Association meeting. Fees are 75p per child and £1 for more than one.

• If any Navy-run playgroups have been omitted from this list, we will be happy to include a reference in a forthcoming Families section.

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ing meals, nappy changing and sleeping facilities, and play areas and equipment. Accommodating almost 30 children, it is open from 0700 to 1800 and charges parents £66 a week or £286 monthly for full-time care. Half-day care is available.

"The ground floor of a block in the establishment was converted to our needs," said Alison. "It has a garden with climbing frames and is ideal for the children."

Qualified staff are paid to run the facility, and the cost of their wages is recovered through fees, while some of the nursery's resources are acquired through charitable events. The base does not charge for rent or power.

At Yeovilton, things are slightly different. Since it started 18 months ago, the Yeoville nursery has been run by Hedda Norris and her qualified staff of nine. Mrs Norris, a professional child carer who also runs a private nursery in Yeovil, has a contractual agreement with Yeovilton to provide

ten hours of care per day. However, she says her fees of £68 a week are below the local norm and are kept that way through the Navy not charging her rent for accommodation and in providing some of the equipment.

### Value for money

At Collingwood in Gosport, contracting out was taken a step further. There, a substantial amount was spent by the establishment in a two-year project to provide facilities which are acknowledged to be some of the best of their kind in the area.

Professional child care concerns were invited to bid for the running of the nursery for up to 40 children, on the basis that the contractor would pay rent for the accommodation and take the fees as income.

"The invitation to tender was met by five serious bids and we looked at each very hard for value for money," said the establishment's executive officer, Cdr Jeff Blackett.

Finally the contract was won by Gary and Gill Darling, professional child carers who run a successful nursery locally. At Collingwood's Woodentots nursery, which opened in September, they charge £85 a week and £95 for younger children. That, says Mrs Darling, is compatible with the area's "going rate". They also offer a 25 per cent discount for holiday periods.

In October the Darlings also began operating a similar nursery on a similar basis for HMS Sultan.

### No profits

Tendering for a contract could not work at Cudrose. There, the establishment, with a complement of more than 3,000, found that the only registered nursery operator in the area had no interest in contracting to run a Cudrose facility.

So, like Drake, Cudrose decided that they would do it themselves, and two years ago established the Helitots Nursery. Last summer its new premises were officially opened, some of its equip-

**Collingwood's Woodentots nursery - enviable facilities, but the fees are higher than some other Naval nurseries.**

ment being acquired through a donation by the Nuffield Trust.

Parents are charged by the hour - £1.75 for a maximum of 11 hours a day, although after five hours the rate reduces.

"It's a non-profit-making organisation," said Helitots business manager Lt Richard Whalley. "The fees are all spent on staff wages, food for the kids and equipment."

"We would not be able to provide a facility by contracting, and if we were able to, the fees would have to go up. The fact is that if an establishment can afford it from its budget, it is allowed to support a nursery."

"We can afford it and we do, because we recognise here that child care provision is very important in encouraging stability in the workforce."

# Playgroups 'confident' over Govt vouchers

NAVY CHILD CARE organisers are confident that the Service's large and widespread playgroup network will be able to meet the challenge presented by the proposed nursery voucher scheme.

The scheme, planned by the Government to be introduced in April, would provide all parents of four-year-olds with vouchers worth £1,100 towards a nursery place at private or state schools or playgroups, which cater for children from about three to five.

"If playgroups cannot come up to the standards that will be required by the scheme they would not be able to receive children with the vouchers, and that would put their financial position in jeopardy," said Capt Dick Lake, Assistant Director of the Naval Personal and Family Service.

### New curriculum

"However, there is every indication that they will meet the standard and playgroup organisers are very confident about that."

"We have recently produced a new curriculum to use with all four-year-olds in the expectation of being validated for the forthcoming voucher scheme," said Naval under-lives co-ordinator for the Western area, Trish Whiteley.

Legislation rules that registered groups must have a staff-to-children ratio of at least 1:8. The Western area groups have a ratio

of 1:6 and will provide 1:1 when necessary.

"All our pre-school learning centres are self-funding and staffed by paid supervisors and assistants," she said. "We pride ourselves in providing a good quality facility for all our children."

Whereas Naval nurseries offer full-time care inside an establishment for the workforce, pre-school playgroups accommodate children for two to three hours at a time, usually in a building made available on the "married patch", and usually for Naval wives.

### Fewer groups

But while nurseries have sprung up, playgroups which offer child care for no more than two to three hours at a time, have tended to decline in numbers, although they still represent the most common form of child care used by the Service.

Capt Lake said: "The Navy has been running playgroups for a very long time, but these days 70 per cent of personnel live in their own homes and use playgroups in the community, so the need has reduced."

"However there will still be work for a large number of playgroups when you consider that the people who still live in MQs tend to be younger families."

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## Aerial defence wins cheque

A SIMPLE but ingenious solution to a problem yielded a £250 prize for a chief petty officer at RNAS Culdrose.

Chief David Onley was aware that the fragile aerials which protrude from the Sea King fuselage could be damaged while on the ground or in a hangar, so he designed a protective cover.

For his contribution to safety and efficiency, he was presented with a cheque from the Herbert Lott Fund.

## Golden winner

A FORMER Navy man has been rewarded for his work with young people.

Ronald Moseling (73), of Blackheath, London, is the winner of the Working with Youth category of the Help the Aged Tunstall Golden Awards for his work with the Boys' Brigade.

Mr Moseling served with the Navy during the last war.

## Chocolate ship cooks



TRAFALGAR Night saw fleets of chocolate ships weigh anchor once more as the Royal Navy's chefs demonstrated their culinary skills.

The chefs at RNAS Culdrose had special cause to impress, as the Wardroom's Guest of Honour was Rick Stein, the star of BBC's *A Taste of the Sea*.

As well as delivering the after-

● (left) CPO Duncan Bullock's work is admired by Rick Stein.  
● (below) POCH Steve Blaker with the chocolate fleet.



dinner speech, Rick was invited to create and cook a fish starter in front of the cameras, and he obliged with Dover sole, lobster and scallops in red wine and port sauce.

The traditional Baron of beef was cooked by the Navy team, after which two sculpted chocolate galleons, made by Chief Petty Officer Chef Duncan Bullock, were paraded for all 232 guests.

Rick Stein also helped Commodore Simon Thornewill stir this year's Christmas pudding. "I have been really impressed by how nice everyone is at Culdrose," said Rick.

The Trafalgar Night programme will be broadcast next year.

Meanwhile, another chocolate flotilla was on the move in the Mediterranean.

HMS *Invincible's* Trafalgar Night celebrations were held while the carrier was on passage between Greece and Turkey.

POCH Steve Blaker had started work three weeks earlier in order to construct a fleet of ten chocolate ships for the event.

The ships were suitably dressed for the occasion, and their holds filled with after-dinner mints.



● LMA Michael Stokoe.

## Accolade for medic

A ROYAL Navy man has been commended for his professionalism by the Commandant General Royal Marines.

Leading Medical Assistant Michael Stokoe went into the Medical Branch after joining the Navy, and took the 24-week RM commando training course.

While serving with 42 Commando the most memorable operation was on the volcanic Caribbean island of Montserrat last summer, when a team of Royal Marines helped police to evacuate the locals.

Part of Michael's task was to assess the medical situation and set up an emergency sick bay.

## Management trailblazers

TWO Naval project managers are celebrating success after HMS *Temeraire*, the Navy's School of Physical Education, became the first MOD establishment to be accredited to run civilian National Vocational Qualification Levels 3 and 4 in Management for the National Examining Board for Supervisors of Management lead body.

The two are Project Officer Lt Cdr Neil Hinch, and Project Leader CPOPT Vic Parsons.



UNUSUALLY, two squadron commanding officers from the same ship - HMS *Invincible* - received MBEs from the Queen at the same time.

Lt Cdr Rob Drewett (left), currently CO of 814 NAS Sea Kings, was honoured for organising disaster relief while First Lieutenant in HMS Southampton after Hurricane Luis hit the Caribbean island of Anguilla. He also co-ordinated the evacuation of Montserrat when it was threatened by a volcano.

Lt Cdr Jeremy Millward, CO of 800 NAS Sea Harriers, was honoured for his outstanding skill, courage and inspirational leadership during Operation Deliberate Force, the NATO bombing of Bosnian Serb positions around Sarajevo last year.

## Navy raises the flag

IN WHAT is believed to be a first for RAF Waddington, Royal Navy Warrant Officer Chris Sharp raised and lowered the Royal Air Force Ensign as part of his duties as Orderly Officer.

WO Sharp was posted to RAF Wyton in May last year, and has been at the Lincolnshire station since last June as the Air Warfare Centre Building Manager, which contains elements of all three services.

## Exchange pair heading south

TWO men are heading back to the sunshine of the southern hemisphere as they complete their five-month exchange with their British counterparts from HMS Raleigh.

PO Dental Technician Andrew Carter (36) came from Australia, as part of Exercise Longlook, swapping with PO Wren Churchman.

Andrew's wife and young son flew over for six weeks, and Andrew managed to get some golf in around the West Country.

Leading Steward "Shorty" Sinnott from New Zealand is also returning home after swapping with Leading Steward Cook.

## Course changes format

MEDICAL Assistants Blake and Emissah are pictured (below) following receipt of their Green Berets after successfully completing the MA's Commando Course. MA Emissah was also presented with the Commando Medal, the third MA to win the award for recruits who best demonstrate Commando spirit.

The MAs course at present passing through Commando Training Centre RM at Lymington will be the last in its present format for the foreseeable future. At present, there is an eight-week period of intense physical and military training, after which the MAs join a Recruit troop for

the last nine weeks of training.

This culminates in the following tests: a nine-mile speed march in 90 minutes; an endurance course in 72 minutes; an assault course in 13 minutes; and a 30-mile load carry across Dartmoor in eight hours.

From next February, MAs will complete a eight-week Military Aware course, followed by a Board to decide who will continue on to the 10-week All Arms Commando Course or the nine-week Recruits course.

Any member of the Medical Branch keen to train as a commando should see their Divisional Officer and forward a C240 to Centurion.



TAKING a close interest - Vice Admiral Sir Jonathan Tod, Deputy Commander Fleet and Chief of Staff to CINCFLEET, talks to AB(M) Mark Murphy during an inspection of the guard of honour at HMS Excellent's Ceremonial Divisions.

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# People in the News



● Graham Pragnell.

## Lottery double just the ticket for Graham

GRAHAM Pragnell doesn't do things by halves - he won two Sports Lottery prizes with one ticket.

CPOWEA Pragnell, who serves with DSWE at Cambridge House, Portsmouth, used the numbers 13-50-51, which equated to Bristol City, Southampton and Crystal Palace, who scored a combined total of 13 goals.

He shared a first prize of £4,000 with three others for the highest number of goals scored. The same ticket also bagged him £500 for the teams scoring the latest goals in the first half of their respective matches - City and Saints scored in the 45th minute, with Palace in the 44th.

## Ex-RNR divers transfer to TA

FOUR ex-Royal Naval Reserve divers have qualified as Territorial Army Compressed Air Divers.

SPR Mark Biggs and SSgt Eric Ravillious (formerly with HMS Sussex RNR) and SPR Keith Francis and SSR Andrew Winton (both ex-HMS Wessex RNR) managed to keep diving for two years after the demise of Royal Navy port diving.

At that point they transferred to 78 Engineer Regiment, based at Millbrook near Southampton, because with reorganisation in the Army a need for TA divers was born.

After an 18-month slog under the direction of the Royal Engineers Diving Establishment, the four qualified as TACADs in October 1995 - and at present they make up 80 per cent of the UK TACAD complement.

Some 40 people volunteered when the Army started looking for divers, but the attrition rate was high because of the Army's needs - not only do personnel need to be capable divers to pass, but also must be able to carry out civil engineering tasks underwater.

## Hairs and grey faces

PICTURED are the winners of the HMS Invincible Beard Growing Competition, held on the carrier during Exercise Northern Lights.

Captain Ian Forbes (second left) is shown with POMEA Dave Allison (left, Best Beard), MEM Nicholson (right, Worst Beard), and Surgeon Commander Mugridge, who won the special Merlin award for Greyest Beard.



# New horizons for climbers

TWO CLIMBERS with Navy connections have set their sights on the pinnacle of their sport - despite scares on recent expeditions.

RNR Medical Assistant Drew Dickenson's group successfully climbed an unnamed 20,000ft Himalayan peak on his 34th birthday, but almost came to grief.

About 100 metres from the top one of the party slipped on ice, but quick reactions from Drew, of HMS King Alfred, Portsmouth, meant a rope was secured around an ice axe and the man saved.

With the group's success came the honour of naming the peak - and the name chosen was Sahhas, a Hindu word meaning "start and don't stop" - or persistence.

## Danger

But the team was not out of danger - bad weather tested them as they descended, and while they were helping others cross the Zaskar Valley a flash flood swept away two women from other groups.

Drew himself was trying to reach one in the river as the tidal wave of water, mud and debris crashed down the valley, and he barely escaped with his own life.

Now Drew, back home in Littlehampton, has been invited by his summit partner, sherpa Koyalu Ramthakur, to join an expedition next May to the base camp of the world's highest mountain -



● Highlight - Drew Dickenson (right) with sherpa Koyalu Ramthakur and the HMS King Alfred plaque he fixed to the summit.

Everest, his ultimate target.

Everest is also in the sights of Navy diver Eamon "Ginge" Fullen but a setback on the lower slopes have put the ambition on hold.

Ginge (28), a diver based at Portsmouth, was one of the fittest members of a team tackling Everest in the spring.

But sudden, crippling chest pains and shortage of breath stopped him in his tracks, and he struggled to get back to base camp more than 2,500ft below.

It took six hours of scrambling over crevasses and ice cliffs, but he made it, and a helicopter transfer

was arranged by the Nepalese via a mobile phone link with an expedition member's wife, who worked with British forces in Hong Kong.

Despite a series of tests, doctors have been unable to determine what happened to Ginge, who has already climbed Kilimanjaro in Africa and Mt McKinley in Alaska.

He has not yet been cleared to return to diving, though there is plenty of work for him to get on with at Horsea Island while he awaits the all-clear he fully expects.

But he is still determined to stand on top of Everest, whether next year or next millennium.

## Safety work recognised

A ROYAL Navy officer has won a prestigious award for his work towards helicopter safety.

Lt Cdr Paul Haywood, as Command Survival Officer to Flag Officer Naval Aviation, was given the Sir James Martin Award by the Guild of Air Pilots and Air Navigators for initiatives which have improved the safety and survivability of aircrew and passengers.

Lt Cdr Haywood's responsibilities include the maintenance of all Naval Air Command survival equipment, survival training, and tri-service training for underwater escape from helicopters.

In 1992 he assumed responsibility for the introduction of the Short Term Air Supply System, and in the following two years over 2,000 aircrew and passengers received training in its use. This course is an acknowledged world leader in underwater breathing device training.

In the past two years Lt Cdr Haywood has conducted a complete review of ditchings by British military helicopters which has in turn led to improvements in underwater escape training and equipment. He has also guided a project to provide realistic escape modules for training Merlin, Sea King, Puma and Chinook aircrews.

## Worshipful day

IT WAS a Worshipful day at HMS Sultan when all four of the base's affiliated Worshipful Livery Companies visited.

Liverymen from the Worshipful Companies of Plumbers, Turners, Engineers and Fuellers were welcomed by Commodore Malcolm Shirley before they toured the training establishment.

During his visit, the Master of the Worshipful Company of Plumbers, John Jeffrey, presented the company's annual award for top Artificer Apprentice in last year's Metalworkers' Final Trade Test to LMEA Lawrence, currently serving in HMS Monmouth.

## Hard work bears fruit

NAVAL Reservist Christine Bradford has been awarded one of only two Lord Lieutenants' Certificates for Merseyside for her efforts in organising the 1995 VE Day celebrations in Liverpool.

Lt Cdr Bradford, of HMS Eaglet, drew on her experience of arranging the annual Battle of the Atlantic service - but the VE Day plans took more than a year's planning on behalf of all three services.



● Lt Cdr Christine Bradford RNR.



## For those in peril..

Disaster at sea can strike at any time. But life ashore has its disasters too - when sailors grow old, become disabled, fall on hard times, leave widows to be cared for and children to be educated.

King George's Fund looks after Royal Navy and Royal Marines widows and orphans from two World Wars and the Falklands Campaign to the present day. It is also the vital safety net for the many organisations serving the Merchant and Fishing Fleets. Every year, some 80 or more maritime charities receive over £2m in help from KGFS.

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● War veterans - Jack Gearing (left), aged 102, and George Finch (103).

## Veterans recall the true glory

NAVAL veterans who fought in the First World War met up on Trafalgar Day to mark the launch of a new book on the Royal Navy.

Among those who gathered at the Imperial War Museum in London were Jack Gearing (102), the only RN survivor of the Gallipoli campaign, Colour Sgt George Finch, a former Royal Marine who was awarded the Distinguished Service Medal when he spotted a U-boat about to attack his ship, and Alfred Hutchinson (100), the last survivor of the raid on Zeebrugge.

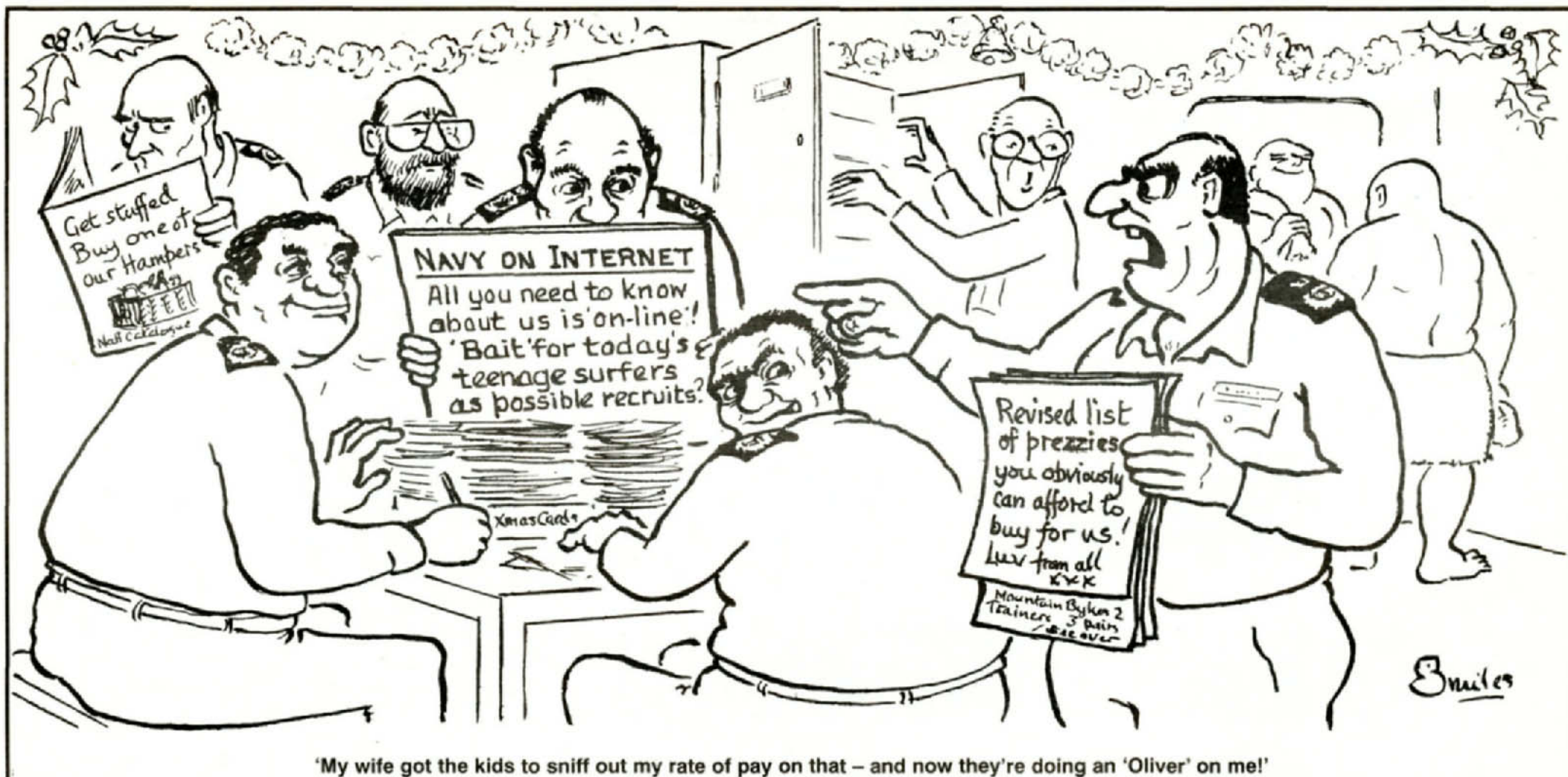
George, now 103, is the oldest of the veterans, and has been married to Ruby (96) for 74 years.

He joined up as a boy bugler in 1908 at a pay rate of one shilling and a halfpenny, and retired from the Royal Marines with a pension in 1932.

George is also the oldest resident of Pembroke House, the Royal Navy Benevolent Trust's home in Gillingham, Kent, which looks after some 40 old sailors and Royal Marines.

The gathering was in honour of *The True Glory, The Royal Navy 1914-39*, by Max Arthur.





'My wife got the kids to sniff out my rate of pay on that - and now they're doing an 'Oliver' on me!'

## NEWSVIEW

### Set a mouse to catch the brat pack

WHEN the UK's top military job as Chief of the Defence Staff - a post originally strictly rotated between the Services - went to an Army man instead of the strongly tipped First Sea Lord Admiral Sir Jock Slater, there was disquiet on two counts among *Navy News* readers.

First was the resultant perception that the Navy would soon lose the eminently qualified Sir Jock as the Navy's own top man.

Not so, we understand - he will complete the usual full term of three years or so and the decision to hand the CDS role to an Army man in no way diminishes the very high regard in which both he and indeed the Navy itself are held by the powers that be.

More worrying, though, is the underlying unease that the decision reflects a more general falling away of the public perception of the importance of the Royal Navy to a nation surrounded by water and so largely dependant - as are, in fact, most nations - on water-borne trade.

This may be partly down to the media, more preoccupied of late with peripheral issues such as Wrens at sea and the question of a successor to HMY Britannia than with, say, the introduction of Tomahawk missiles to the all-nuclear submarine flotilla - and the order for Batch 2 Trafalgar Class boats, hinted to be close on the horizon - which will massively increase the Navy's hand in its ability to cool down local flashpoints wherever they flare up. As flare up they will, post Cold War experience has shown.

#### History lesson

It is the lesson of history that is being ignored, perhaps - an accusation usually levelled by the media itself against successive governments from time immemorial.

Certainly the book of the current BBC 2 series '1914-18: The Great War and the Shaping of the 20th Century' largely ignores it - it carries only one specifically RN image out of several hundred mostly devoted to the war on land and the Royal Navy does not even merit an entry in the index.

It is a great pity that an otherwise excellent popular history should so drastically marginalise the contribution of a service which famously could have 'lost the war in an afternoon' and in the end starved the enemy into submission - as the enemy itself tried to do in the U-Boat campaign in the North Atlantic that came close to achieving the trick 25 years later, producing the only threat that seriously worried Churchill.

Education - the popular cause of so many of our ills - is partly to blame, but the ignorance of the educators themselves may be forgiven in view of the fact that few of them today have any direct experience of the Armed Forces.

So the launch of the Navy on the Internet is timely - the medium is already available to 1.5 million Britons and 45 million worldwide. And young people, the people who will most of all need to understand the importance of the Navy as the millennium with all its uncertainties approaches, are its chief devotees.

The 'mouse' on the pad in front of the computer screen in a million study bedrooms may also help guide the way for the next generation of recruits.

## MARITIME SUPER HIGHWAY GOES ON-LINE

# Web attracts those for whom soccer and surfing rule

IT WAS half term and I had offered my 11-year-old son Andrew and his Southsea Athletic FC team-mate Sean Grady a day out in London, writes Jim Allaway.

This coincided with the Press launch of the Navy on the Internet, so I thought I'd combine the two - hoping they wouldn't get in the way.

Inside the Ministry of Defence and into the conference room, I tucked them into the back row with strict instructions to stay put and keep quiet.

Instead they were pulled up front and met with a warm welcome. Maybe one or two of those assembled recognised a couple of hands more used to moving a mouse around a web site than theirs were...

Anyway, the Director of Communications and Information Systems (Navy) at once ducked away from his group to ply the somewhat bemused pair with biscuits from the hospitality tray.

Then a Bill Gates lookalike embarked on an hour-long exposition of the package ('print is dead' he informed the still-living exponents of the printed word) which the boys endured with commendable restraint.

#### Comfortable

At the end, when the audience was invited to go surfing the new maritime super highway, they were the only takers - comfortably at ease at the console in the company of a charming young female lieutenant who kicked off her shoes and knelt down on the carpet between them to offer guidance.

As if any were needed.

It was finally a bit of a job to

prise them away for the promised treat of MacDonalds and the London Dungeon...

Quite fortuitously they had made the point of the exercise, the Director of Navy Public Relations cheerfully admitting that he had gone 'on-line' in large part to excite the attention of the nation's youth, who are the most regular users of the Internet.

Of which my two were probably a typical example. Manchester United and Mario Bros being the lodestars of their particular universe.

'Much of the potential audience consists of young people below the age of 20,' said Commodore Barry Leighton. 'This is an outstanding opportunity to explain to them what we do through a dynamic and expanding medium.'

It was no way a contrived result



● **SURFER GIRL:** Lt Hayley Flemwell accesses the latest information on the Senior Service's own Worldwide Web site.

- although if I'd thought about it a bit more it could have been, with even better success.

Like Wallace and Gromit's disappearance in New York, some-

times these things happen more by accident than design.

The electronic pages display detailed information on Royal Navy and Royal Marines activities at home and abroad. This will enable the user to discover how the Navy operates and supports its ships and where units are currently deployed around the world.

#### Hidden pages

By opening hidden pages, you can discover more detailed information on individual ships and their capabilities. There is also a concise history.

Oh, and Navy News has its own corner, too.

□ The site can be found at <http://www.royal-navy.mod.uk>. Or through any search engine directed at 'Royal Navy' or 'Royal Marines'.





# Carrier joins Gulf battle group

FRESH from Exercise Northern Lights in the Skagerrak and Exercise Dynamic Mix in the Mediterranean, HMS Invincible's latest assignment has taken her through the Suez Canal and into the Arabian Gulf.

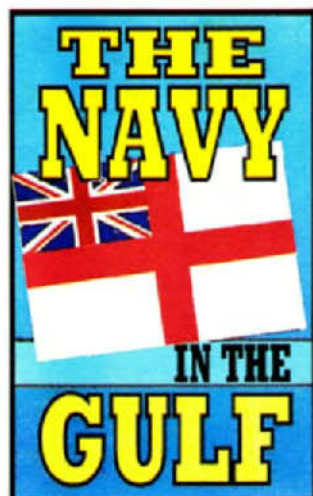
The first British aircraft carrier to visit the region for three years, HMS Invincible and her escort ship HMS Sheffield joined the Armilla Patrol and an American battle group led by the carrier USS Enterprise for a major exercise in the Gulf.

The RFAs Bayleaf Oakleaf and Fort Grange also took part in Gulfex '96 which tackled many aspects of tactical operations, concentrating on surface and air warfare.

## Tension

Tension in the Gulf increased dramatically earlier this year after America launched retaliatory cruise missile strikes on Iraqi air defences after Saddam Hussein's attack on Kurds in UN safe havens.

HMS Invincible's presence in the Gulf demonstrates Britain's commitment to maintaining sta-



bility in the region and one of the most important port visits was to Kuwait, recaptured from Iraq in the Gulf War six years ago.

On her way to the Gulf, the carrier group visited Piraeus in Greece and Izmir in Turkey and on her way back there will be visits to Bahrain in Saudi Arabia and to Abu Dhabi in the United Arab Emirates.

HMS Sheffield and HMS Invincible will call in at Gibraltar before the final phase of their journey which brings them home in time for Christmas.



● HMS Invincible, the first British carrier in the Gulf for three years, sails past the USS Enterprise at the end of the joint exercise.

## Edinburgh to the rescue

ARMILLA Patrol ship HMS Edinburgh rescued nine Pakistani sailors from a sinking dhow in stormy conditions in the northern Gulf.

The ship, which has been protecting British entitled ships and enforcing UN sanctions against Iraq since August, launched her Lynx to assist after receiving the stricken vessel's mayday.

Edinburgh's XO, Lt Cdr Roger Baileff transferred to the dhow to assess its seaworthiness and was the last to be winched clear before the vessel sank, along with its cargo of rice and sugar.

Meanwhile, HMS Edinburgh has been visited by no less than three Government ministers.

The first to arrive was Jeremy Hanley MP, Secretary of State for the Foreign and Commonwealth Office who called in during the ship's stand off in Doha, Qatar, which coincided with his goodwill visit to the region.

Hot on his heels was Armed

Forces Minister Nicholas Soames who was in the Gulf for bilateral defence talks with Bahrain. The visit coincided with Trafalgar Day and the minister was delighted to join the officers in proposing a toast to the 'immortal memory'.

And last but not least was Defence Secretary Michael Portillo who joined the ship off Qatar to witness a RAS with the USN's latest auxiliary USS Supply, before returning to Doha to continue his mission in Qatar.



● Commander Paul Fisher and Defence Secretary Michael Portillo observe a RAS with the USS Supply. The Secretary of State took time out from his diplomatic mission to Qatar.

## Southampton sets sail

HMS SOUTHAMPTON has set sail for the Gulf for a seven-month deployment on the Armilla Patrol.

She can expect a varied programme of boarding operations in the Northern Gulf and numerous exercises with friendly Arab navies in the region.

The early part of 1997 affords the ship a two-week stand off and assisted maintenance

period in Singapore when many of the ship's company will take the opportunity to fly out wives, husbands, girlfriends and boyfriends at the midpoint of the deployment. The ship returns to the UK in June next year.

Armed Forces Minister Nicholas Soames flew out to the ship in the English Channel to see them off.

He said: "I am delighted to have had this opportunity to meet the ship's company as they prepare to depart on one of the most demanding and long standing tasks in the Gulf."

"It is a welcome reminder to all of us of the enormous amount of work the Royal Navy does to protect vital trade around the world."



● Christmas spirit: The Hon Nicholas Soames MP stirs HMS Southampton's Christmas Pudding.



● HMS Southampton, now on her way to the Gulf. Cdr Duncan Potts and the ship's company of 280 will be away until June 1997.

## Merry Christmas

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# HONG KONG: THE FINAL



● Lt Ollie Twist leads the RN detachment at the Remembrance Day Ceremony at the Cenotaph at Statue Square, in the Central district of Hong Kong Island.



● HMS Exeter arrives in Hong Kong on route to her goodwill visit to Qing Dao, Southern China

AS BRITAIN'S plans for the handover of Hong Kong to China on June 30 next year enter the final stages, the last chapter in the Royal Navy's 155-year history in the colony is unfolding.

This month the Service says farewell to the few remaining Hong Kong Chinese sailors, the last in a long line who have served the Royal Navy with distinction since 1842.

Chief of Staff Hong Kong, Commodore Peter Melson and the Commanding Officer of HMS Tamar, Sir Ross Thorpe, will take the salute from the departing 'Locally Employed Personnel' at an emotional ceremony on Stone Cutters Island on December 19.

Commodore Melson told Navy News: "There has been a Chinese Division in Hong Kong for about 146 years. Originally, they were unofficials, but they have been in Naval uniform since the turn of the century and have become part and parcel of the Royal Navy."

"They have served us exceptionally well. Chinese sailors were deployed throughout the Second World War in ships which were at sea when the war started. They have formed a proper part of the Royal Navy since the 1950s and latterly they have come back to Hong Kong and have formed a very large part of the manning of HMS Tamar and the ships here."

A trust fund set up to ensure the welfare of all Hong Kong Chinese Servicemen, including the Military Service Corps which also disbands this month, has already collected HK\$7.5 million towards a target of HK\$21 million and an official history is being written to boost the fund (see page 22).

## Pirates

The Navy first used Hong Kong as a naval base when it was a haven for pirates and smugglers during the Opium Wars with China.

The Treaty of Nanking in 1842 ceded the island to Britain and after a second conflict Britain acquired Kowloon and Stone Cutters Island in 1860. And in 1898 the New Territories were acquired on the 99-year lease which expires next year.



● Commodore Peter Melson fires the noon day gun to mark the celebrations. Jardine Mathieson sponsored him for HK\$30,000 to buy the gun.

In preparation for the final drawdown, the strength of the British garrison in Hong Kong has been reduced from 9,500 to 2,600 over the last three years, and LEPs leaving for resettlement training have been steadily replaced by UK sailors.

Hong Kong Squadron ships HMS Peacock, Plover and Starling, are officially on the market and HMS Tamar itself will decommission on April 11 at a ceremony involving the First Sea Lord, Admiral Sir Jock Slater and the Governor of Hong Kong, Chris Patten.

But the Navy is committed to maintaining its highly successful operations against smuggling and illegal immigration and overseeing search and rescue operations over a vast area until midnight on June 30, 1997.

The 63m hurricane-proof patrol craft keep a constant vigil around Hong Kong and the surrounding islands, boarding fishing, cargo and passenger vessels by day or night.

Radar and thermal imaging technology in the vessels makes it almost impossible for suspects in the area to escape their attention and the ships' fast pursuit craft (FPCs) have the speed to outrun even the most unco-operative vessels.

And in night operations when the FPCs run blacked out at over 50 knots, boarding parties are often on board suspect

ships before their crews know they are there, adding a vital element of surprise.

At the peak of the smuggling regime, around 100 specially converted speed boats were believed to be operating between Hong Kong and China, and the roar of their multiple outboard engines was a familiar sound as night fell.

## By Dominic Blake

But joint operations between the Navy, RAF, the Army and Hong Kong Maritime Police have seen billions of HK dollars-worth of smuggled and stolen merchandise seized and the flow of illegal immigration into Hong Kong by sea stemmed to a trickle.

Commodore Melson said: "The battle against smuggling has been largely won. There were probably 100 Tei Fei (smugglers' speed boats) now at the height of the regime and we have captured 76 of them."

"I think that the joint operations we run with observation posts manned by the Army in the outer islands, relaying information to the anti-smuggling task force in Kowloon, the deployment of the Navy and Maritime Police assets and the use of helicopters have made the maritime environment too difficult to get



● An FPC stands by as Marines board a Chinese 'green hull' in search of illegal immigrants



# L COUNTDOWN BEGINS



Head of the last *Tribal* Day out of the LEP Trust Fund.

through.

"We have redeployed our assets to stopping illegal immigration and have been very successful. One of the ways that they get through is on 'green hull' fishing boats and with our boarding operations we pick up about 20 illegal immigrants on a good night."

Ashore, plans for the final departure from Hong Kong are progressing as fast as negotiations between British and Chinese Governments will allow.

Commodore Nelson said: "The Chinese have a very different view to us. They see an indoor ceremony with just a piece of paper being exchanged, we see a grand outdoor ceremony with the Union Jack coming down for the last time."

"The eyes of the World will be on Hong Kong next summer, and I think they will be expecting something pretty grand. We are hoping to reach a compromise somewhere along the line."

## Royal Yacht

The Royal Yacht *Antonia* is expected to play a central role in the departure ceremony while military command will be moved from The Prince of Wales Barracks to a frigate with an LSL for logistic support, possibly HMS *Chatham* and RFA *Sir Bedivere*.

And with HMS *Industrious* leading a major deployment of ships to the Far East on Ocean Wave '97, there will be plenty of warships in the region if more support is needed.

Uncertainty over the fate of the Hong Kong squadron ships *Peacock*, *Plover* and *Starling* continues to cause discussion - not least amongst the ships' companies themselves.

World-wide interest has been shown, particularly in the Philippines where the navy is being upgraded and in several South American countries.

But unless a Government-to-Government deal is brokered, Singapore is likely to be the first port of call when they sail out of Hong Kong Harbour for the last time.

Hong Kong itself becomes a Special Administrative Region of China on July 1 and the People's Liberation Army will set up their HQ in the Prince of Wales Barracks.

The PLA will take over HMS *Tamar*, the purpose-built naval base on Stone Cutters Island, RAF *Sek Kong*, *Borneo* and *Malaya* Lines in the New

Territories, the former home of the British Battalion and movement units at Kai Tak and the new Chek Lap Kok airports.

Almost 250,000 Hong Kong Citizens are eligible for British passports, but most are choosing to remain. With 50 per cent of foreign investment in China coming through Hong Kong, the People's Republic has a vested interest in its continued economic success.

And while cultural change is inevitable, the process will not be totally one-sided. Hong Kong's history is one of phenomenal growth and stability

and its influence on China is already marked and growing.

Commodore Nelson said: "Southern China is opening up all the time. North of the border there is the special economic zone of Shenzhen and beyond that lies the thriving province of Guangdong. In fact, it is opening up all the way to Shanghai."

"That, if you like, is capitalism spreading into China."

"How far it will go, how far North, is difficult to say, but I think we can expect great changes over the next 20 to 30 years."



● Maj Gen Liu, future commander of the PLA Garrison, saluted by WTR Kenny Shakes on his arrival at The Prince of Wales Barracks.



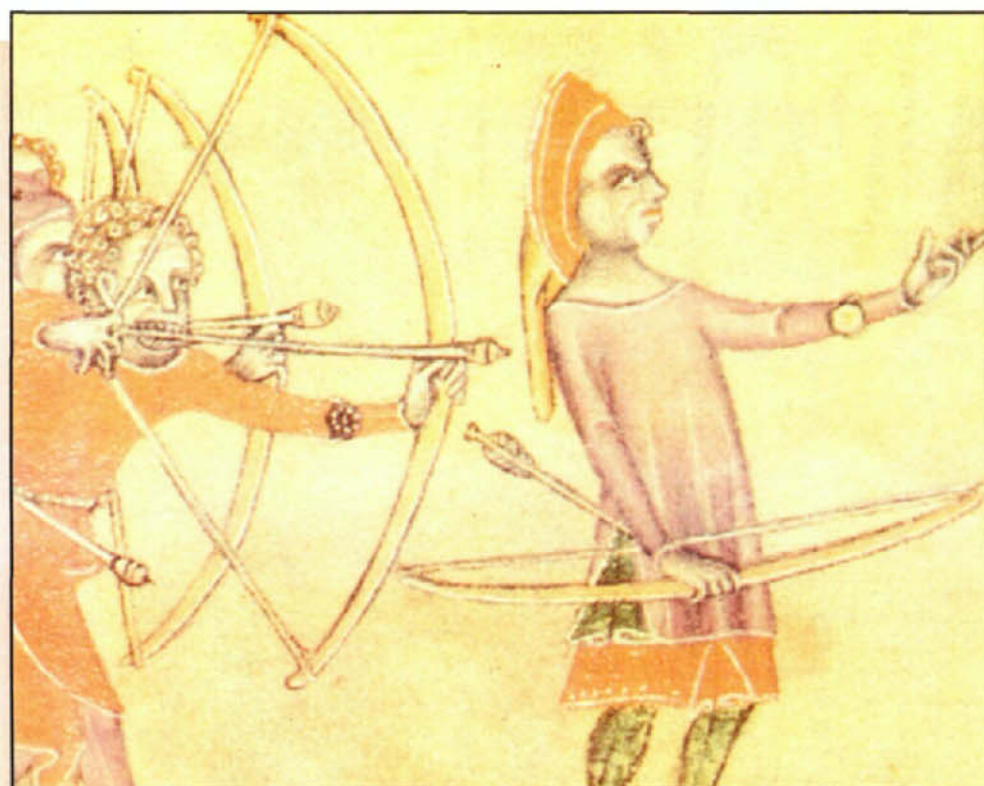
● Above: Hong Kong patrol ship HMS *Starling* returned for her two last patrol visits.

● Right: HMS *Plover* sets sail from the purpose-built naval base on Stone Cutters Island. The ship operates as the world's busiest container port and has to navigate through hundreds of trading vessels, barges and passenger ferries to reach the open sea.

● Below: HMS *Peacock's* Commanding Officer, Cdr Will Worsley shows PLA General Liu Zhensu around the bridge during a three-day visit to the British Garrison which he praised for its "well trained force, good spirits and good manners."







# Long division over decisive war weapons

**T**HE BOOK of the BBC TV series **Decisive Weapons** (BBC Books, £14.99) starts with the longbow and ends with the Sea Harrier. Both were naval weapons, the latter recognised as the essential arm of the Falklands War ("without the Harrier there could have been no Task Force", the then First Sea Lord Admiral Sir Henry Leach comments) while the maritime role of the former is largely ignored.

● **UP YOURS:** the traditional two-fingered gesture of defiance dates back to the English archers of the 15th century, who heard a rumour that the French planned to cut three fingers from the right hand of every bowman they captured so that they would never shoot again. Henry V may have spread it around deliberately.

Yet it was for long the main item of naval artillery. When Henry VIII's warship *Mary Rose* was raised from the protective silt of the Solent she yielded up 138 bows and 2,000 arrows – all embarked for a sea fight.

The accuracy of the archers who used them is legendary. A pair of English bowmen at Calais are said to have cut the anchor rope of a captured vessel with four shots at 200 paces – real Robin Hood stuff. The early muskets of the 16th century took ages to load and were nowhere near as accurate or as reliable. Indeed, nearly 400 years after Agincourt Lt Col Lee of the 44th Regiment could repeat the charge in reference to his own weapon.

Also, the muskets used in the Napoleonic wars threw out a dense screen of smoke which often totally obscured the target while a barrage of arrows was clearly visible and all the more terrifying to an enemy.

Effective range of the weapon used at Waterloo was a mere 100-150 yards – half that of the longbow.

And an arrow sticking in any part of a man was more disabling than a bullet wound.

The loss of the longbow and the surprisingly fast switch to firearms is the original defence procurement scandal – and it was the nature of the bowman rather than the bow that was the deciding factor. It took years of practice to make an archer, but you could train a musketeer in a few weeks.

So it was that an incomparable national asset was allowed to wither and die – to the consternation of contemporary conservative military thinkers. In 1590 Sir John Smyth wrote a book condemning the musket. It was quickly and firmly suppressed.

## Confidence

Verdict on the Harrier, by way of contrast, is that its virtues remained theoretical for 20 years until finally it was given the chance to prove itself in the South Atlantic in 1982.

"It's future is safe". Yet it was "the product of a unique moment in British military history, borne on a wave of post-war technological inventiveness, but suffering in an era of shrinking British technological confidence and confusions about military priorities."

British Aerospace continue to develop new models in conjunction with McDonnell Douglas. There are plans, finally, to take Vertical Take-off and Landing supersonic and even to equip larger aircraft with VTL capacity – but it has taken a long time to persuade everyone of its virtues.

Irresistible is the quote from Thomas Edison, who spelled out the winning formula long before the dawn of the jet age: "The Airframe will not amount to a damn until they get a machine that will act like a humming-bird; go

straight up, go forward, come straight down and alight like a humming-bird. It isn't easy but somebody's going to do it." Well, we did.

– JFA  
□ Fascinating statistics abound in another BBC book, **1914-18: The Great War and the Shaping of the 20th Century** (BBC Books £25). Long before *Jurassic Park* or *Independence Day*, in 1916 the first war documentary film *The Battle of the Somme* was seen by a staggering 20 million people in Britain (see *Newsview*, page 18).

## Book to benefit LEPs

THE ROYAL Naval presence in Hong Kong, lasting more than 150 years, will come to an end when HMS *Tamar* decommissions in April next year. To mark the final chapter in this long association RN personnel have produced a book chronicling the history of the RN in the Crown Colony to raise money for the Locally Engaged Personnel (LEP) Trust.

The Trust is a charitable foundation set up by the British Garrison to provide funds for Hong Kong Chinese ex-British servicemen who find themselves in need of aid after 1997.

'History of the Royal Navy in Hong Kong 1841-1997', edited by Chief of Staff and Senior Naval Officer Commodore Peter Melson, will be available from Maritime Books, Lodge Hill, Liskeard, Cornwall PL14 4EL – and from all good bookshops – from 31 March 1997 at £19.95.

## Verse and terse...

THE FABER Book of War Poetry (Faber £20) as edited by Kenneth Baker is oddly short on naval engagements.

Only four examples are given – and two, by Andrew Marvell and John Dryden describe actions from the same conflict, the war between England and Spain in 1657.

The others are from Michael Thwaites' *The Jervis Bay* and John Donne's *A Burnt Ship*.

## We're at the Boat Show

FOLLOWING its spectacular success at the Royal Tournament, the *Navy News* roadshow will be joining the RN stand at the London International Boat Show at Earls Court from January 3-12.

Awarded pride of place among the exhibitors, the Navy volunteer-manned tableau features a Royal Marine Rigid Raider on a shingle beach – reflecting the RN's 1997 amphibious warfare theme.

There will also be a 16-screen video wall, an interactive Frigate Operations Room and a 20mm gun, plus a selection of ship models.

Other attractions at the first big show of the year include a Mediterranean-style marina with more yachts on the water – and around it – than ever before, while much of the second floor is turned into the world's biggest chandlery store.

It promises a fun, affordable

holiday day out for all the family – two children (under 16) admitted free for every adult. Tel 01784 473377 for further details. See ad on page 35.

● **First Sea Lord Admiral Sir Jock Slater** at the *Navy News* stand at the start of this year's Royal Tournament.



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# At Your Leisure



## WAR IN THE ABSTRACT

**M**ODERN camouflage began in World War I as a method of disguising ships, aircraft, tanks and artillery. Curiously, given the drab background and static nature of trench warfare, it was not then used in uniforms – except by the Germans who copied the disruptive patterns adopted by their aircraft onto their new style steel helmet in 1916.

On the open sea invisibility was impossible to achieve. But something had to be done to mitigate the destruction of Allied supply ships by enemy submarines – and Lt Cdr Norman Wilkinson, an academic marine artist before the war, came up with the Dazzle theory: “a method to produce an effect (by paint) in such a way that all accepted forms of a ship are broken up by masses of strongly contrasted colour, consequently making it a matter of difficulty for a submarine to decide on the exact course of the vessel to be attacked.”

Bold stripes proved to be the most confusing design – and enjoyed immediate success, so that the Admiralty decided in October 1917 to paint the whole British Mercantile Marine (the effect was held to

do little to protect warships from long distance shelling).

Echoing modern ‘stealth’ ship design practice, Wilkinson later recalled that vertical lines were largely avoided. Sloping lines, curves and stripes provided the greater distortion – a colour should also not stop at the edge of a structure but be seen to carry on until it hit the hard edge of a contrasting colour.

The random patterns owed something to the Cubist and abstract art appearing at the same time – as the artists themselves recognised. Picasso, seeing a camouflaged cannon in Paris, exclaimed: “It is we that have created that!”

Many of the schemes were drawn by women artists working in the Dazzle section at the Royal Academy of Arts.

The artist Edward Wadsworth was recruited by Wilkinson to help oversee the actual painting at Bristol and Liverpool – and was so impressed by the results that he produced a series of woodcuts and paintings which capture perfectly the strange spectacle of Dazzle ships.

● *Brassey's Book of Camouflage* by Tim Newark, Quentin Newark and Dr J.F. Borsarello is published by Brassey's at £25.

## Toys with a deadly purpose

**BASSETT-LOWKE** Waterline Ship Models (New Cavendish Books, £35) is a labour of love by Capt Derek Head – himself a major collector for nearly 60 years – to celebrate one of the most celebrated names in quality toys in the first half of this century.

Cast in white metal, the models were accurate to a degree that impressed the Admiralty early on and they were used for recognition and training purposes in both world wars.

Most of the vessels listed in *Jane's Fighting Ships* during World War II were made by the Northampton company – and some were frequently re-issued to incorporate modifications made during the course of hostilities.

In HMS Dolphin they were successfully used in the submarine ‘attack teacher’. The 1/600 scale models shown in this photograph are the Bremen/Europa, the Cavour, Fiji, Littorio (held), King George V, New Orleans, the German passenger/cargo ship Reichenfels and the Italian cruiser Garibaldi (foreground).

## Phoney playroom for bogeymen

**W**HEN Walt Disney released his first animated feature *Snow White and the Seven Dwarfs* in 1937 the film's credits included such easy to grasp activities as ‘character design’, ‘background colouring’ and so on.

Six decades later, however, we learn via the credits of *Toy Story* of the existence of a hitherto unsuspected range of job opportunities.

Fancy being a ‘render wrangler’? A ‘digital massage therapist’ sounds fun, if borderline legal. And one might aspire to be a ‘monitor calibration software’ if one could sort out the noun from the verb.

If animation technique now starts with plugging something in rather than sharpening a pencil, the actual stories the cartoons tell have become more sophisticated as well. *Toy Story* dispenses with princesses and witches and concentrates on squeezing every ounce of wit and invention out of the commonplace kiddie fantasy that toys are only pretending to be inanimate, and that when no-one's looking they leap vigorously to life.

Considerable thought has gone into devising a toy psychology in which, it seems, anxiety is the major mode; the agonising suspense of the birthday party when the new toys are unwrapped, the worry about who might get left behind when the host family moves house.

Characters include a dinosaur who frets that he may be merely a fad; a Mr Potatohead pining for a Mrs Potatohead; and a platoon of

soldiers forever scurrying off on secret missions.

Most of the film's incident (which is, for Disney, quite low-key) centres on Buzz Lightyear, a toy who can't quite grasp that he isn't really a heroic spaceman. The film's implication – ‘accept what you cannot change’ – is admirably pragmatic in contrast to the ‘dream the impossible dream’ stuff swilling around in so many Hollywood movies.

## Screen Scene

In that sense *Toy Story* is more realistic than, well, than *Up Close and Personal*, in which Michelle Pfeiffer actually does sing the Impossible Dream song in the tale of a girl from the sticks who rises through the television ranks to become an ace network news reporter, en route enjoying a doomed romance with glamorous veteran newshound Robert Redford.

It's phoney but fun, the sort of hokum Hollywood has been marketing since the place was a bunch of orange groves.

The reporter stands alongside the cop and the doctor in the collective imagination, but over the past few years a more sinister figure has sidled up among them: the serial killer.

So far as the movies are concerned this is just a posh name for the bogey man, the monster. In *Copcat*, a thriller of impressive pedigree, he is played, unpredictably, by old-style crooner Harry Connick Jr, while his prey/nemesis comprises the impressive female combo of Sigourney Weaver and Holly Hunter.

It's an effective, nerve-wracking piece, although if the picture's climax happened to mark the final eradication of the mad axeman character from our screens, then that climax would not be coming a moment too soon.

— Bob Baker

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# At Your Service

## Reunions

### JANUARY 1997

**HM Submarine Truculent:** A memorial service for those lost on this submarine on January 12, 1950 will be held in the St George's Centre, Gillingham, on Saturday, January 11 at 1100. Refreshments will be available afterwards. Early replies please to Bill Douglas, 148, Nelson Rd, Gillingham ME7 4LL, tel 01634 850742.

### FEBRUARY 1997

**HMS Hecla:** The ship is due to decommission on March 31 after 31 years service. A decommissioning dinner will take place in HMS Drake Wardroom on Friday, February 28, cost £28pp. It is hoped all officers who have served or supported the ship will attend with their partners. Full details from Lt Keith Pullan, HMS Hecla, BFPO 293.

### MARCH 1997

**HMS Cadiz and HMS Wizard:** Intended reunion to be held in March at previous venue, Chesham Grange, Kenilworth. Further information from "Dinky", 35, Garswath Ave, Crewe, Cheshire CW2 8PB, including SAE.

**HM Ships Commonwealth, Return** will be having the 4th reunion at the Burlington Hotel, Eastbourne, from March 14-17, price £56 for three nights. For details, ring 01228 514570.

**HMS Naiad 1940-42:** Sixth reunion weekend will be March 14-16 at the University Arms Hotel, Cambridge. All ex-Naiads and friends are invited. Further details from Bill Willis, 8, The Biggen, Duxford, Cambs, CB2 4SQ, tel 01223 834984.

**HMS Glory Association:** 11th reunion is planned for March 15 at the Nautical Club, Birmingham. Full details of this and other reunions from Peter Ward, 91, Dingleyfield, Olney Bucks MK46 5EU, tel 01234 711611.

**HMS Wren:** The fourth reunion will be held on March 22-23 for all commissions, at the Royal George Hotel, Knutsford, Cheshire. For details, contact Les Owen, 15, Field Close, Westbury, Wilt BA13 3AG, tel 01373 822619 or Ron Young, 4, Hamilton Court, Travellers Lane, Hatfield, Herts, tel 01707 265653. Ships company from destroyer HMS Wren 1919-1940 also welcome.

### APRIL 1997

**HMS Mohawk 1939-41** survivors reunion to be held in April in Birmingham. Contact Ray Bromley on 01703 243175.

**HMS Pearl 1935-46 Crew Association** will be holding its 11th reunion at Padham, nr Burnley, Lancs on April 11-12. Former shipmates should get in touch with Geoff Lancashire at 1, Rowsham Court, South Hill Ave, Harrow-on-the-Hill, Middx HA1 3NX, tel 0181 422 2357.

**40 Royal Marines Commando (1942-46) Association:** Reunion April 11-14 at Cliff Tops Hotel, Shanklin, Isle of Wight. Any former members of the unit not yet signed up should contact the secretary, Peter Fisher, on 01590 644559.

**HMS Cumberland Association** is holding its 9th reunion on the weekend of April 18-21. All ex-Cumberlanders who join the association are welcome along with wives or partners. Details from John Draper, Aysgarth, Cross Lane, Bexley, Kent DA5 1HZ, tel 01322 523438.

**WRNS Bomb Range Markers** reunion will be between April 21-23 in Buxton, Derbyshire. Further information from Mrs Joy Freeman, 14, De Ferries Court, Tamworth St Dunfield, Derbyshire DE56 4HL, tel 01332 840087.

**HMS Bullen** reunion will be held from April 25-28 at the St Anne's Hotel, All wellcome. Details from Stephen Keeler, Flat A, 2, Maida Ave, London W2 1TF, tel 0171 723 6039.

**HMS Whitesand Bay Association** is holding its 9th reunion at the Royal Sailors Home Club, Portsmouth, on April 29. Details from Geoff Nightingale, 268, Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel 01442 63405.

**Royal Naval Staff College:** A dinner to mark the end of training at the Royal Naval Staff College will be held in the Painted Hall at Greenwich on March 14. Attendance will be open to all past Commandants, Directors and Directing Staff of both courses and support staff. Details from Staff Officer (Admin) RNC Greenwich ext 4002.

## Publishers calling old Comrades

The first edition of a new annual directory of Ex-Service Associations, Clubs and Reunions is being assembled, called *Comrades*, with a press day of February 14.

Secretaries of any ship's associations, or organisers or reunions who have not yet got in touch with the publishers, should contact George Mann Books at PO Box 22, Maidstone, Kent ME14 1AH, tel 01622 759591. The directory will cost £7.95 when it is published in March, but there is no charge for entries.

## Calling old shipmates

**HMS Sherwood:** AB Jack Casemore would like to know the name of the Sick Bay Tiffy badly injured in a storm when this ex-American destroyer sailed from Canada to England in October/November 1940. Write to Andriana, New England Lane, Playden Rye, Kent TN31 7NT, tel 01797 222678.

**HMS Whitesand Bay Association** is seeking anyone who served aboard between 1945-1956. Contact Geoff Nightingale, 268 Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel 01442 63405.

**HMS St Vincent:** A meeting was held in October to establish a St Vincent Association (1927-68). Former Boy Seamen, Junior Seamen or other service personnel who served at St Vincent can get further details from John Holton, Hon Sec, HMS St Vincent Association, 48, Pervale Gardens, Watford, Herts WD2 6HR, tel 01923 672987, E-mail: jbh@compulink.co.uk.

**HMS Bruce:** A reunion was held in September, if you served between 1947-50 (any rank) and would like to register details, write to A. Morris, 101 Dodge Rd, Erdington, Birmingham B23 7SQ, tel 0121 382 9837.

**HMS Comet:** Tony Dixon is looking for old shipmates 1956-58. Contact him at 7, Fastfield Rd, Leamington Spa, 01926 883265.

**RAF Changi:** If you served in the Naval Aircraft Support Unit, or in any other capacity, at RAF Changi, Singapore, then the RAF Changi Association would like to hear from you. Send SAE to Membership Secretary Mike James, 12, Shiners Elms, Yatton, Bristol BS19 4BY.

**HMS Whimble 1943-46:** Seeking all shipmates who are not on George Fancett's list. Phone either George on 0181 751 3917 or Vic Wainwright on 01474 352549.

**HMS Antrim:** Fourth reunion to be held next October. Anyone interested in membership of the HMS Antrim Association should contact Terry Bullingham on 0121 429 2428.

**HMS Bambara:** Anyone serving at HMS Bambara RN Air Station, China Bayu, Trincomalee, Ceylon 1947-48, 733 Sqn Fleet Requirements Unit - if you would like to attend a reunion being organised by AM(A)1 "Brummy" Taylor, contact him on 01203 464397.

**PO Sydney Lee:** Sydney's granddaughter is seeking a photograph of Sydney, who served in HMS Fiji when she was sunk in May 1941. If anyone knew him, please reply to Mrs P. Lowe, 28, Tawd Rd, Skelmersdale, Lancs WN8 6BP, tel 01695 726015.

**954 National Service Squad, RM:** Joined at Deal, January 21, 1947. Squad members wishing to keep in touch re 50th anniversary should contact Hubert Rudman, 7, Hutton Close, Westbury on Trym, Bristol BS9 3PS, tel 0117 968 3966.

**Graham "Shelly" Shelton,** ex PO Greenie, served 1968-78, would love to hear from shipmates in St Vincent, Collingwood, Llandaff, Berwick, Rothesay, Jaguar etc. Contact any time at 24, Barkers Mead, Yale, Bristol BS17 5LF, tel 01454 314227.

**RNAS Bramcote 1947:** Anyone interested in the Air Mechanics 50 year reunion

should contact George Harris on 01453 890769 or send SAE to Lanes End Bungalow, Bristol Road, Cambridge, Glos GL2 7DW.

**West Sussex:** Ex WO Peter Jones would like to hear from any serving or retired RN, RMs and Wrens who would like to attend a Naval Night on the last Monday of each month at the Crabtree Inn, 6, Buckingham Rd, Shoreham-by-Sea, Tel 01273 463508.

**Royal Marines Association, Clacton:** Moves are afoot to form a branch of the Association at Clacton-on-Sea. Any ex or serving Royal Marines in the Clacton area should contact Mr P. Wye at Pet-a-Pat, 349 Old Rd, Clacton-on-Sea, Essex CO15 3RQ, tel 01255 434784.

**HMS Collingwood, January 27-28 1958:** A search is on for occupants of 142 Mess for a reunion - where are you Stephen. Grant, Bolton, Payne, Dickson, Day, Mulch, Hoare, Hargreaves and the rest? Get in touch now for a 142 Mess Newsheet. Contact Mike Crowe, 7, Heath Rd, Lake, Sandown, Isle of Wight PO36 8PG.

**HM Submarine Tabard 1963:** Bill Parker is looking for Chris Clay (Brum) and John Shaw (Artie WOW) Burton-on-Trent. Please ring 01547 520113 or write to 2, Sundorne, Kinsley Rd, Knighton, Powys LD7 1EA.

**HMS Fiskerton 1958-68:** "Fisk" would have reached the big Four O in June 1998. It is proposed to celebrate the occasion at the 1998 Ton-class reunion at Babbacombe, Devon. Old hands (of all commissions) interested should contact Ray West (Commissioning Cox'n), Sea Glimpse, 83 Witton Wood Rd, Frinton-on-Sea, Essex CO13 9LD, tel 01255 850408.

**Boy Seamen Class 10303 HMS St George (later HMS Ganges):** Sam McNally and Don Romer would like to contact old classmates, with a possible get-together later. Don is at 21, Park Lane, Fareham, Hants, and Sam at 44, Beech Hill Rd, Sunningdale, Berks.

**Marine Sam Hollingsworth,** close friend of Cpl RM Commando David Dixon, believed to have married in Largs, Scotland, in 1941-42. Any information please to Cpl Dixon's sister Margaret Miles on 01792 814129.

**HMS Cumberland 1956:** "Shultz" H.A.L. Foster would like to hear from anyone from 1 Mess on trials cruiser HMS Cumberland. Contact Shultz on 0181 330 4334.

**Graham Austin-Sparks** served in HMS Black Prince between 1944-48. His daughter, Helen Walker, would like to hear from any of the ship's company or anyone who knew him. Please get in touch at 4, St Johns Close, Great Wakering, Essex SS3 0AJ, tel 01702 219852, or fax 01702 217029.

**HMS Hound 1942-44:** Seeking ex-Algerine shipmates from Hound, also HMT Fort Robert, Sig R Portch - where are you all? Join the Algerines Association, Cyni "Bungy" Williams, 24, Barryfields, Shalford, Braintree, Essex CM7 5HJ, tel 01371 850806.

**Portsmouth Retired Naval Officers Association** aims to bring together socially and in a Service atmosphere retired officers of the RN and RNR and to foster an active

interest in and support of Naval matters. There are monthly meetings in the Wardroom, HMS Nelson, preceded by a talk from a guest speaker, and there are visits and social activities throughout the year. Subscription £10 per annum. Contact Lt Cdr Stan Rogers RN (Retd), 24, Madison Court, East St, Fareham PO16 0QU, tel 01329 510767.

**Z Class Destroyers Association:** It is proposed to hold a reunion in 1997, possibly in mid-May in Portsmouth. If you are interested, contact Steve Baker, 2, Brantwood Rd, Inwood, Wembdon, Bridgwater, Somerset TA6 7PS, tel 01278 451418.

**HM LST 62:** Bill Fullove was an AB on HM LST 62 throughout its active service life and would like to hear from old shipmates. Contact him at 61, Putnam Park, Greenwich, Connecticut 06830, USA. He also boarded a cruiser (HMS Devonshire?) in late March or early April 1946 from the Far East, stopping at Port Said and Gibraltar on the way to Portsmouth. Can anyone confirm the name of the ship, and the departure and arrival dates?

**W.E. Peters (SHPT) or Wiggy Bennett (Junior SHPT):** Anyone with any information about these two from Culdrose, June 1950, is asked to contact N. Pearson on 01253 395430.

**HMS Pioneer:** Is there anybody out there? Reunion or Association, ex-POAF(E) would like to know. Contact Laurence West, 26b Harrington Ave, Lowestoft NR32 4JX, tel 01502 518633.

**Colour Sgt Barnes RM and ex-CCY Tony Humphries:** Ex-CRS Chris Webb would like to contact both of the above-named. Colour Sgt Barnes was ex-Sgt Major RM Detachment HMS Endurance 1972 season. CCY Humphries was in HMS Lion 1962-64. Contact Chris at PO Box 150, Cornimal, NSW, Australia.

**HMS Hampshire:** Shipmates interested in a reunion should contact John "Speaky" Lowe or Geoff "Brum" Claxton at 15, Hawley Close, Leigh Park, Havant, Hants PO9 5EL.

**LEM Tom King, HMS Whitesand Bay 1951-53:** Den Marshall is trying to trace Tom. Contact Den at 73, Longworth Ave, Tilehurst, Reading, Berks RG31 5UJ, tel 01734 413978.

**HMS Alert 1961-63:** Anyone from this commission interested in a reunion in 1997 should contact Coxswain on 01202 482548.

**HM Submarine Renown 1969-73:** Port (and Starboard) crew - ex-CERA Laurie Sands is visiting the UK from RSA to celebrate his 60th in early January 1997. Old friends and Black Gang contact Roy (Oscar) Wild on 01329 234496.

**HMS Dido 1978-81 (Bum Run 1979):** Anyone serving RPs with LSRJHC "Chats" Chatwood, particularly Johnathon "Simmo" Simons, "Boris" Overall, PO(R) "Ary" Shaw, "Jack" Kelly, Simon Leeson, PO(R) Mick Chambers "Harry" Worth (NAVS YEO) should write to 56, Westfield Rd, Hemsworth, Pontefract, West Yorks WF9 4QG, or phone 01757 228181 (day) or 01977 617123 (evenings).

**M(E) Bryn Jenkins:** Dave Whitfield would like to make contact with Bryn, who served with him aboard HMS Cayton in 1958. Contact was lost in 1960-61 when Bryn was in HMS Orion and HMS Venus. Last known address was South Wales. Anyone knowing of his whereabouts should contact Dave at 88, The Crofts, Silloth, Cumbria CA5 4HA.

**Cdr Franklin and Cdr P. Campbell:** Does anyone know where they are? Cdr Franklin was ex-Cdr of HMS Penelope during Belfast reft in May 1956, and Cdr Campbell was ex-Cdr of HMS Sea Eagle at the same time. Contact B. Ferris at 27, Ballydonaghy Rd, Crumlin, Co. Antrim BT29 4ER, or ring 01849 422006.

**WO James Phair:** J. Highfield would like to trace his old shipmate from RN Air Station Lee-on-Solent. Contact Mr Highfield at 18, Bedale Walk, Shafton, nr Barnsley, South Yorkshire.

**HMS Morecambe Bay Association** is still seeking former officers and crew members. Anyone who served, or knows of someone who served 1949-56 should contact G. Harrison, 18, Tamella Rd, Botley, Hants, SO30 2NY, tel 01488 787111.

**HMS Raleigh 1947:** Anyone remember FXL Division, 10 Mess at HMS Raleigh, from August 1947? Mr W. Mather would like to hear from you - names that he recalls include Mick Stevenson, Scotty MacIntyre and A. Pemberton. Contact Mr Mather on 01159 706355 re possible reunion in August/September 1997.

**HMS Burges K347:** The Association would like to hear from old shipmates, especially Derby Allen, Chesley Chambers and Jack Bentley. Contact Dennis Benson at 313 Divdy Rd, Bucknall, Stoke-on-Trent ST2 0BJ, tel 01782 856156.

**HMS Cumberland Association** offers newsletters, memorabilia, members lists and reunions. Details from John Draper, Aysgarth, Cross Lane, Bexley, Kent DA5 1HZ, tel 01322 523438.

**HMS Cossack Association** would like to hear from any that served in the Cossack D57 or L03 for next reunion in 1997. Particularly looking for shipmates Happy Day, S.B.A. Gaspoine, Taylor, Wilkinson and MacKay (Stokers) 1947-50. Contact G. Toomey, 184 Bebbington Rd, Rock Ferry, Birkenhead, Wirral L42 4QE, tel 0151 645 3761.

**HMS Childers:** Calling all members of the ship's company 1945-December 1947 - a reunion is being planned for 1997. If you are interested, contact Jack Shutt (Fwd Messdeck) at 21, Farmworth Rd, Longton, Stoke-on-Trent, Staffs ST3 5TR, tel 01782 325895.

**HMS Amphion 1936-39 (renamed HMAS Perth):** Memorabilia, tallies etc required for Royal Australian Navy Museum. Also any photos to copy and return. Contact Bruce Constable, 46, Brantwood St, Sans Souci, NSW 2219, Australia.

**Ex-PO(A) Bob Boniface** would be pleased to hear from anyone who served with him 1950-58. Ring 01797 260453.

## Over to you

**HMS Resolution boxing medal:** A boy's boxing medal has been found, inscribed "1926 J. James". Contact Frank Steanson, 1, Hylton Rd, Durham City DH1 5LS.

**Frederick William Bartlett:** Does anyone recall serving with Frederick Bartlett, lost at sea on July 13, 1945? His last ship was HMS Smiler. If anyone knows more about his loss, could they contact his brother, ex-RM Brian Bartlett, at 27, Kenilworth Rd, Wallasey, Merseyside L44 6QG, tel 0151 639 8078.

**HMS Havoc:** Mr E. Liles, of 68, Ludlow Rd, Paulsgrove, Portsmouth, PO6 4AE, has a diary written in red ink in an exercise book, by a member of Havoc's ship's company while interned at Lighthouse, Algeria in 1942. If you know who kept the diary, please contact Mr Liles, who was on the cruiser HMS Manchester when she was sunk off Keltia.

**HMS King George V:** Mr F. Goodwin has two queries regarding the KGV. One concerns a radar test shoot at Stack Skerry early in 1944, along with HM Ships Anson and Howe using colour-coded shellbursts. Mr Goodwin recalls the Control Tower ports of the rangefinder and Control Tower Layer

were closed - was the Control Tower Layer's sight gyroscopically controlled? Also, a KGV boat had an unusual replacement for a rudder - two hemispheres attached to tiller and wheel, controlling direction and speed. What was this called? Answers to Mr Goodwin at The Mount, Aston Munslow, Craven Arms, Shropshire SY7 9ER, tel 01584 841328.

**HMS Letterston:** Mr A. Martin, of 21, Dunster Rd, Worsley, Manchester M28 1AY, is researching the life and times of M1160 HMS Letterston and would like more information about his old ship, and to obtain a cap ribbon and any photos. Of particular interest is her last few weeks and disposal.

**HM Submarine B11:** Could anyone give Mrs C. Dowell any information on this submarine, which sank Turkish battleship *Messudiyah* in The Dardanelles, December 1914, winning the VC for her CO, Lt Norman Holbrook, and DSMs for the entire crew - possibly including Mrs Dowell's father AB George Ellis. He didn't talk much of his war exploits, and Mrs Dowell doesn't recall seeing a DSM amongst his medals. Contact her at 39, Hodson Close, Ashmore Park,

Wolverhampton WV11 2PN.

**Dog overboard:** James Ferrier, of 37, Drybridge Street, Monmouth, Gwent, NP5 3AD, tel 01600 714043, recalls a story told the rounds in the Med in 1944-45, which tells of a warship on passage across the Indian Ocean which lost her dog overboard unobserved. Within a day or two another warship, sailing in the other direction, spotted and rescued the dog, still alive. True or fantasy?

**Sir George Burton KCB,** Rear Admiral of the White Squadron, C-in-C East Indies was commissioned in 1777, died in September 1815 in Madras. In 1814 he was Colonel of Marines. He had a brother Charles, a lieutenant in the Navy, Peter Burton, of 17, Salisbury Rd, Enfield, Middx EN3 6HG, has been trying to research Sir George's life, but can find little information. Can you help?

**Argyllshire and Lord Snowden:** Can any reader provide a photograph of either trawler, the former lost at Dunkirk 1941, the latter sunk off Falmouth following a collision 1942. Please write to Graham K. Salt, 6, Flamingo Court, Fareham, Hants PO16 8PQ.

**HMS Implacable:** Derek Leathers, of Crossroad Postcards, 3, Tamar Close, Durrington, Worthing, Sussex BN13 3JZ, tel 01903 261080, has a photo taken on HMS Implacable on October 23, 1947 - could you be in the picture?

**Rohna:** Retired San Francisco editor Don Fortune was to join convoy KMF26 from Oran for India on the British India ship *Rajula*, but engine problems delayed her, and he avoided air attacks which resulted in the sinking of the Rohna, with over 1,000 lives lost. He wants details of the attack, and the number of the convoy which *Rajula* finally joined. Contact Don via Captain B. McManus, Ellwood, St Asaph Ave, Kinnel Bay, Rhyl, Denbighshire LL18 5HA, tel 01745 338244.

**Flat Top Combat:** Author David Wragg would like to hear from those who either crewed aircraft carriers or flew aircraft off them from 1939 to the present day. Contact him at 54, Stoneyfields, South Queensferry, EH30 9XU, tel 0131 319 2324.

**HMS Carysfort 1922:** P. Hayter has a personal album dating from 1922 which is inscribed Alfred Watson, HMS Carysfort, Constantinople. It contains family photos and pictures of Carysfort's pet dog and cat, postcards etc. Any queries on 01329 332786 (work) or 01329 510290 (home).

**George Billen:** Cadet David Billen is seeking information on his great-grandfather, George Billen, who was a chief yeoman and served in HMS Cossack, Sardinia, Exeter and Ajax. Contact David at 94, Barton Rd, Stretford, Manchester M32 9AE.

**Stoker G.S. Deaker:** F. Deaker wants to make a service record of his late father's 28 years in the Navy. He was in the 1935 Royal Tournament Portsmouth Command tug-of-war team (110 stone - HMS Torrid?), and a second medal indicates another tug-of-war team in Portland in 1934. All other records of ships served etc were lost in a house clearance. Any information or photos greatly

appreciated. Mr Deaker lives at 7, Riverbrook Close, Walton-on-Thames, Surrey KT12 2ES.

**Adriatic sinkings:** The Underwater Group of the Italian Naval Association and the town council of Porto Recanati hope to organise a photographic exhibition about the wrecks of the ships which sank on July 24, 1944, near the town. They would like to hear from survivors of the two ships to collect testimonies about the incident. Contact Mrs Carla Stella, Via Montarice 36, 62017 Porto Recanati MC, Italy, tel and fax 0044 71 9797373.

**J. McNaught MEM2 and T. Rigby AB:** Can anyone advise on which ships these men served? Mr. E. Griffiths has campaign medals, respectively for Northern Ireland and Borneo, but no further details. Any information in strictest confidence to Mr Griffiths, 17, Sandhurst Close, Preston PR4 2JG, tel 01772 671870.

**HMS Jamaica, Far East 1949-51:** Can you help replace stolen photos of Singapore, Hong Kong, Jesselton, Subic Bay, Inchon and Korea, Sasebo, Yokohama, Kure Harbour and city, and on-board snaps, Christmas photo etc? Also photo wanted of HMS Terror, Singapore. Contact Maunice Stanley, 22, Fort Royal Hill, Worcester WR5 1BT, tel 01905 353810.

**Cap tallies:** Former Aircraft Handler Geoff Lonsdale's cap tallies from his service in the 1940s and 50s were thrown away, and he would like tallies from the following to replace them: HMS Royal Arthur, Implacable, Peregrine and Siskin. He has a tally of the old Victorian, on which he did not serve, which he could trade. Contact him at 89a Regent St, Moulton, Northwich, Cheshire CW9 8NX, tel 01606 592180.

**Tom Weight:** Tom's widow Pauline would like to hear from shipmates who served with him 1940-45 in the following: rescue tug Champion, minesweeper HMS Borde, depot ship Blenheim (Iceland), T-class destroyer HMS Targant, HMS Byrsa Naples shore base, communications branch. Contact Pauline at 5, Carloggias Close, St Mawgan, Cornwall TR8 4JH, tel 01637 860638.

**HMS Dorsetshire:** Mike Alston bought a silver medallion in Malta showing the ship's badge and, on the reverse, the inscription "Aqualic Sports 1935". Can anyone provide details? Contact Mike at 6, Belmont Park Rd, Maidenhead SL6 6HT, tel 01628 29655.

**HMS Stragemon:** Mick Mills is seeking relatives of R. Howlett, F. Phillips and S. Ritchens, ex-Stragemon submariners who died in captivity in Singapore in December 1944. Please phone Mick on 01733 571997.

**Lt Cdr Wainwright:** Sent to Aberdeen minesweeping base early in 1940 as GMSO and borne in HMT Gunner until she was allocated to Ardrossan in December 1940. Can anyone tell Ted Lamont of Lt Cdr Wainwright's movements after the trawler left Aberdeen? Contact 0141 427 2980 (tel/fax).

**HMS Hurst Castle:** Ian Wilson is researching material for Donegal shipwrecks and is keen to locate anyone aboard the

corvette when she was sunk off Ireland in September 1944. Contact him at 20, Windmill Rd, Bangor, Co Down.

**SPO Walter James Ward:** Walter's nephew is hoping to trace relatives of his uncle, who died in August 1943 when his sloop, HMS Egret, was sunk off Spain. Contact John Ward at 73, Canterbury Road East, Ramsgate, Kent CT11 0LA.

**HMS Royal Arthur and HMS President V:** Can anyone supply Bob Hardingham with relevant group class numbers and/or photos in which he featured? Bob joined Royal Arthur at Skegness on April 1 1943, destined to become a Stores Assistant. After initial training he joined President V at Highgate, London, the Supply and Secretariat School on May 7 1943, completing the course on June 30. Contact Bob at 27, Knights Rd, Bournemouth, Dorset BH11 9ST, tel 01202 509640.

**Leading Stoker Arthur Dyson:** Arthur's son would like information about his father, who served in submarines. He was in HMS Regent 1938-41, and was lost in P615, torpedoed by a U-boat off West Africa in April 1943. If anyone knew Arthur, or has photos of the boats' crews, contact Mr Dyson at 6, Kentmere Drive, Pensby, Wirral, Merseyside L61 5XL.

**HMS Spartan:** The niece of late Radio Mechanic William Bernard Smith would like to hear from anyone who served with him during his career, or has details of the loss of the cruiser Spartan off Anzio in January 1944. Please contact Pat Smith, c/o 27, Gerrard Crescent, Brentwood, Essex CM14 4JU, tel 01277 225342.

**Rescue Tug Turmoil:** Are there any original crew members still around from this tug who might have information about its wartime movements with shipping? Contact William Parker at Flat 42, Hamble Rd, Gosport, Hants PO12 3RJ, tel 01705 588782.

**AB David King:** Last heard of in 1971, aged 26, at Fr. or Guntery Range, Portsmouth, and used to live at Chichester House, West Leigh, Havant. If anyone knows of his whereabouts, contact Richard Bignell at 23, Fane Way, Rainham, Kent ME8 9TD.

**HMS Birmingham 1947:** Does anyone have photos of the visit of the Viceroy of India to the ship's company in Madras, 1947? If so, please contact Mr L. Axtord at 29, Medina Ave, Newport, Isle of Wight.

**Battle of Crete 1941:** Ken (Jan) Otter is writing a book about the cruiser HMS Gloucester, sunk on May 22 1941 during the Battle of Crete, and he is anxious to interview any witnesses from other ships in the vicinity, particularly anyone serving in the Greyhound, Kandahar, Kingston or Fiji. Contact Ken at 21, Dene Hall Drive, Bishop Auckland, Co Durham DL14 6UF, or tel 01388 607928, reversing charges if desired.

**Stoker Kenneth Price:** Colin Price is seeking information about his brother Kenneth's fate - he was posted missing, presumed killed on HMS Trinidad in May 194





# Royal Naval Association



## PICTURE PUZZLE

## Door is open to the hall of fame

ATLASTA Hall, headquarters of Mitcham, Morden, Wimbledon and Richmond branch, is a popular port of call for shipmates of No. 1 Area and visiting branches.

A lively spot on Saturday nights, it offers "big eats", a sops opera and music for all tastes with Dorothy on piano and Ron on drums.

The branch, formed in 1975, opened its club premises eight years ago. Its success is due to a hard-working committee and the

## Branch of the month

distinctive naval atmosphere of its interior.

Port, starboard and masthead lights reveal a fine collection of naval memorabilia and displays, including three hammocks kept permanently slung beneath a huge battle ensign.

The main deck boasts 153 plaques, 16 pennants, umpteen group photographs, rope work and 18 models of ships from Tudor times to the present. They include a German U-boat which can dive to 20ft.

Members are justly proud of their clubhouse and its welcoming atmosphere. Nor have they forgotten those who helped make it possible and have since crossed the bar. Their memory is honoured by way of a large oak anchor bearing their names.

Atlasta Hall welcomes visitors, especially on Saturday nights. To book a date, ring Fred on 0181 241 0030 on Wednesday, Friday or Saturday at 1900-2000.

## In Brief

SHIPMATE Ian Twilley of Long Beach (California) branch, on holiday in the UK and Scotland with his wife, was delighted to meet his old Commanding Officer in HMS Ajax, Capt Brian De Courcy-Ireland, aged 96 and still fit.

LUTON & Dunstable branch enjoys entertaining shipmates, and has had many visitors in the past months. The HQ makes an ideal stop-off for travellers on the M1 and is easily located from Junction 10.

VENUE for Torbay's monthly meetings has been changed to the Trecarn Hotel, Palermo Road, Babbacombe, Torquay, on the last Thursday of the month at 1945. The Christmas party will be held on December 10 at 1930.

TO MARK their retirement, Leicester shipmates Ken Steele (chairman) and E. Brick (secretary) were presented with cut-glass tankards by vice president, Shipmate A. Plant.

WINNER of the Navy News Picture Puzzle competition in our October issue is Mr George R. Dart of Northolt.

His entry was drawn from replies which identified the mystery ship as HMS Colombo (pictured in 1927). She served from 1919-48, spending much of her early years on the China Station.

Mr Dart receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Name the ships and the

occasion. As a clue, the year was 1987, although the pennant and squadron numbers of the modern ship have been disguised.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is January 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our February edition. The competition is not open to Navy News employees or their families.

## MYSTERY PICTURE 22

Name.....

Address.....

.....

.....

My answer.....

.....

.....

## Branch News

### Hereford

With over 48 members attending meetings, the branch continues to flourish. Members held a successful Trafalgar dance and travelled to Llanelli for No. 7 Area Trafalgar parade.

A visit was arranged to HMS Gloucester, and it was hoped that another could be made to HMS Fearless. Donations of £100 were made to the Central Charities Fund and Hereford Sea Cadet unit.

Meetings are held on the second Wednesday of the month at the Railway Club.

### Thurrock

Fifty-two shipmates and wives from Walton-on-Naze, and guests from Pembroke House attended a branch social at which Shipmates Joe Ashbolt and Len Howe received life membership presented by the chairman, Shipmate Charlie Mercer.

### Swindon

A sponsored canoe dash down the Thames by Shipmates Tony (Tug) Wilson and Chris Hedges, raised over £700 for the LS Paul Wilson appeal. The canoeists covered the 125 miles from Lechlade to Teddington Lock in three days. Shipmate Mick Gazzard provided back-up for overnight stays at Clifton Hampden and Hurley.

### Cheshunt

Prayers and hymns marked Trafalgar Day at a Sunday service in Christ Church, Waltham Cross. The Rev. Martin Banister, branch chaplain, conducted the service at which the standard was displayed. Later 40 shipmates and wives - including the branch president, Shipmate Harold Chalkley, and the chairman, Shipmate Ron Joy - joined parishioners for coffee.

### Leyland

Members who attended both the VE and VJ Day parades last year have received a scroll bearing a verse quoted from *The Epic of Jutland* by Sir Shane Lewis (1885-1971).

### Headingley No.1

The branch's links with HM submarine Vanguard were renewed when 12 members were invited on board. They included Shipmate Bill Russell whose son, Capt David Russell, was, as a Commander, CO of Vanguard's port crew.

On this occasion the visitors

were welcomed on board by the current CO of the port crew, Cdr Iain Arthur, and they were treated to a tour of the boat by Lt Andrew Warneken and CPO A. Powell.

### Looe

In glorious weather, 55 shipmates set off down the River Dart for a memorable outing as guests of Dartmouth branch.

They toured Britannia RN College and were treated to cream tea in the Gunroom. Dartmouth chairman, Shipmate Bill Turner, presented a framed picture of the chain of command and an embroidered badge of the Association.



IN MEMORY of their late secretary and founder member, Shipmate Richard Coulson, Leyland branch has commissioned a large, impressive plaque showing the badge of Richard's wartime ship, HMS Croome.

Richard's brother Joseph, an amputee who served in the old HMS Illustrious, is pictured being shown the plaque by the branch's welfare officer, Shipmate Joseph Wharton.

Richard, who died early this year, was serving in Croome when she sank an Italian submarine in 1941 and when, in the following year she assisted in the sinking of two U-boats.

The plaque was dedicated by the Area padre, the Rev Peter Aisley RN retd, at Leyland RNA Club.

## 1920s volume reprinted in Vancouver

# Handbook on RN customs is rescued by Canadians

DID YOU KNOW that the sailors of Nelson's day sometimes used eel skin as a "heart" when plaiting their hair into pigtails? . . . Or that banyan days once referred to Mondays, Wednesdays and Fridays when no meat was issued?

If you didn't know that the first "Tug" Wilson was Admiral of the Fleet Sir Arthur Knyvet Wilson VC, or that the bitter end derives from the better, inboard end of the hemp cable secured to the bits, then *The Real Royal Navy - A Handbook of Customs, Superstitions & Traditions* may be just the book you need.

Compiled by an anonymous, retired RN captain in the 1920s, it has been reprinted by Vancouver Island branch of the RNA. Their 100-page volume has been produced from a tattered copy of the original, found in London by a member of the Royal Canadian Navy while serving with the RN Submarine Service.

Information imparted includes an item on the custom of wearing paying-off pennants. They are alleged to have originated in the 19th century when all cleaving rags were put together and hoisted as a sign that they were finished with.

### Tit-bits

Length of the pennant is governed by the length of the ship, provided she pays off on the proper date and at the proper time, plus one-twelfth of her length for each period of a commission stretching from two years to two years two months.

Among the wealth of tit-bits about the Navy's past is this tale from HMS Melpomene under the command of Charles Edward Ewart in 1859-62:

*Nobby Ewart was the famous captain who was so keen on spit and polish that he was displeased because his private stock of poultry was not fallen in and cleaned for Sunday rounds.*

*The person in charge had been severely punished on one occasion for neglecting this duty, and on a future occasion hit on the expedient of painting the birds and falling them in on a plank by means of a tin tack through the webs of the ducks and a staple over the toes of the chickens!*

Capt Ewart's reaction to such a riposte is not recorded.

□ *The Real Royal Navy* may be obtained from RNA Vancouver Island Branch, c/o RCL Branch 53, 575 Trunk Road, Duncan BC, V9L 2R2. Cost: £10 plus VAT.

### Bexhill-on-Sea

Maj-Gen R. D. Houghton RM was guest of honour at the branch's Trafalgar Night dinner at which the toast to the Immortal Memory was proposed by Shipmate Jack Clarke who emphasised that the qualities of Nelson were still needed.

The Loyal Toast was proposed by Shipmate Lem Murphy, and Shipmate Sheila Black read the Naval Prayer. An oration was given by Shipmate David Higgins.

### Peel

Sixty shipmates from Liverpool, Pendleton and Kirkby spent a weekend in the Isle of Man. They displayed their standards at a service of dedication and remembrance at Peel cathedral and at a parade which followed.

The service was conducted the Bishop of Sodor and Man and Chaplain of the Association, the Rt Rev Noel Jones.

### Derby

Growth in strength of the branch is being helped by its colourful display van which has attracted enquiries at Derby Show and other local events.

The branch also provides members with a good social life including weekend trips to ships and submarines and, more recently, to the Sam Smith brewery.

Members meet on the third Tuesday of the month at Chaddesden Park social club.

### Wigston

Members have spent a lot of time on the road, visiting Stratford, Royal Leamington Spa and Newark branches, where they were royally entertained.

They look forward to visiting Grantham for a buffet lunch before Christmas.

### Old Cleve

Though the branch has raised over £3,500 for equipment for the care of Shaun Tuplin, a young sailor injured in a car crash, the items will have to be replaced in time, so donations will be welcome.

### Darlington

The branch has celebrated its 50th anniversary, the 50-years certificate being presented by the vice president of No.11 Area, Shipmate Ray Berry, to one of the founder members, Shipmate Edgar Pypus.

Four other founder members were present - Shipmates Sonny Jones, Derek Gunnell, Vera Rowell and Dusty Miller.

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# Veterans at Corfu remember a tragic incident



**T**HE CORFU Incident of 50 years ago was remembered at the British Cemetery there by 130 veterans of the mining of HMS Saumarez and HMS Volage. Most of them had been teenagers at the time.

Shielded from the glare of the sun by a grove of cypress trees, they stood by the graves of 12 of their comrades who were among the 44 sailors who died

when the ships struck mines in the Corfu Channel. The finger of blame pointed to Albania, HMS Orion and HMS Superb having earlier been fired upon by Albanian

shore batteries (see October issue).

The Remembrance Service was led by the Rev. Canon Roger Royle, Chaplain to the Corfu Channel Naval Association and the Chaplain of the 1st Frigate Squadron, the Rev. Alison Norman.

Also in the congregation were members of the families of those who died.

Sir Michael Llewellyn Smith, Britain's Ambassador to Greece, laid the first wreath, followed by First Sea Lord Admiral Sir Jock Slater.

President of the CCNA Doug Francies, a survivor from HMS Saumarez, described the events of 22 October 1946:

"It began as an ordinary day - just a bit rough and choppy as we sailed up the Channel. We had been told there might be trouble from the Albanians but no-one had anticipated that mines would have been laid.

"The Albanians stood in the hills and watched us sail over them. I changed watch with a sailor who was behind me and he died and I lived. The mine hit on the starboard side below the bridge and caved in the num-

ber one boiler room where I would have been.

"The thing that caused so many deaths and so many injuries was that when the mine blew it lifted the starboard side and twisted the ship so that all the watertight doors were jammed in their housings and we couldn't get them open.

"The fires below in the oil tanks burned underneath the

deck and it actually glowed."

At another ceremony wreaths were laid in the Channel where the incident occurred from the Type 22 frigate HMS Sheffield which had provided a guard and route liners ashore.

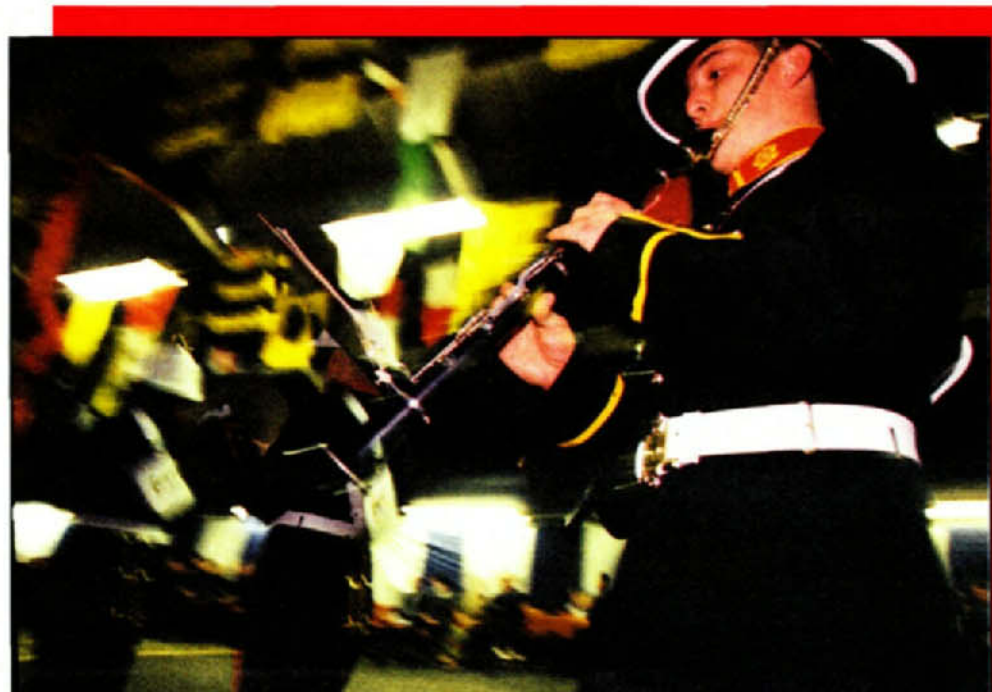
Others were laid at sea by the veterans, from a vessel chartered by Sir Donald Gosling.



● First Sea Lord Admiral Sir Jock Slater casts a wreath from the flight deck of HMS Sheffield in memory of those who died in the Corfu Channel in 1946, the Greek frigate Epirus in the background.



● Veterans remember their lost shipmates at a ceremony at Corfu's British Cemetery.



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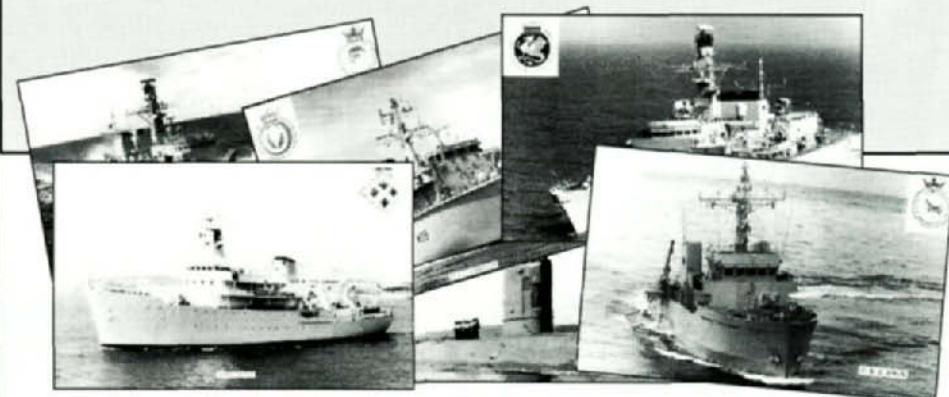
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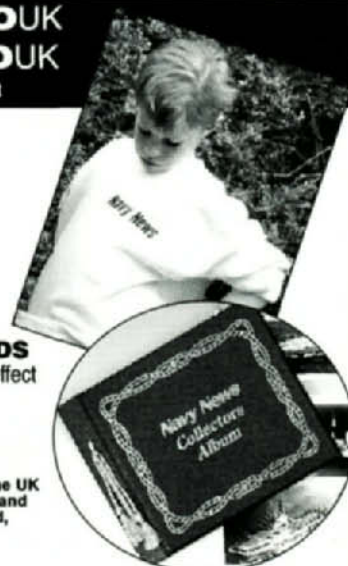
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# Buckets of water prove their worth in firefighting

## Burning questions

**W**HEN tackling a blaze aboard a warship, Navy personnel for many years have had to don a Fearnought suit, adding a heavy extra protective layer to those already worn.

Research physiologist Jim House told how he and Environmental Medicine Unit colleagues at the Institute of Naval Medicine studied two particular problems with fighting fires – the need to protect people from flames and explosions, and to allow them to work in a hot, confined space without suffering incapacitating heat strain.

Measurements taken using realistic scenarios showed that because current clothing limited evaporation of sweat and increased risk of heat strain as firefighters' bodies were unable to cool down, people could work no longer than 20 minutes.

### Overheat

In the tropics or the Gulf, when a ship's air-conditioning would be shut off, firefighters would overheat and be unable to recover quickly – yet a fire could burn for hours.

Using that simple recipe for success – start at the beginning – the Institute first examined the nature of the fires and the way in which the Navy tackles them.

Temperatures in a burning compartment can rise to around 180 degrees Celsius – human skin starts to burn at 43C. The Navy uses a waterwall, spraying a thin vertical sheet of water to protect firefighters, using another hose through the middle to fight the fire. The temperature behind the waterwall is around 30C – so protective clothing would only be needed if the waterwall failed or there was an explosion.

Experiments proved that even at a compartment temperature of 180C, following the deliberate removal of the waterwall, Action Coveralls made of fire-resistant cotton and Fearnoughts both kept temperatures around the

**Firefighting at sea, often battling searing heat in a confined space, can take a tremendous toll on sailors' strength.**

**The Institute of Naval Medicine, at Alverstoke in Gosport, has been looking at two aspects of this struggle – assessing the degree of protection offered by clothing, and searching for the most effective ways of actively cooling people. In both instances, as Mike Gray discovered, the INM's findings resulted in some surprises.**

body below 40C for at least ten minutes, providing adequate escape time.

Scientists noted that on the failure of the waterwall temperature rose rapidly. As breathing apparatus uses a metal cylinder there was a possibility that the breathing air would heat up, causing a risk of mouth and lung burns.

Advice on this was given by the INM, and updated Navy breathing apparatus currently being procured will use non-metallic composite cylinders with no burns risk.

A second risk is explosion or fireballs, producing temperatures of 800-1,500C.

In clothing tests conducted with industrial giant DuPont in Geneva, a 'Thermoman' mannequin dotted with 122 sensors was engulfed in fire for up to ten seconds – most fireballs last no more than three seconds, and the flash of an explosion less than a second.

"We tried everything from Number 8s through Action

Coveralls to firefighting clothing and a range of prototypes," said Mr House.

"8s provided excellent protection against fire and flash. The only time they fail would be during whole-body flame engulfment, when fatal burn injuries to the head would be sustained before flames penetrated the 8s. This is why the anti-flash hood was designed, to protect the whole body.

"Even up to ten seconds exposure, previously thought by civilian fire services to be not survivable, Fearnoughts and Action Coveralls were great, with predicted burns of only seven and 17 per cent respectively – fantastic.

"And when wet – and with a waterwall that is the usual state of the clothing – that prediction fell to nought and three per cent burns, so the garments are working brilliantly under these very severe, unlikely conditions.



● A volunteer cools down.



● FIRESHIP – the Shadwell (left), the US Navy's fire training and research vessel. The blackened ship is used by US Coastguards.

"The research really has changed people's perception – some people tend to think if it's Navy kit it's no good, but in fact it is very good indeed."

As a result of experiments, wearing of the Action Coverall when supporting ship's firefighters has recently been approved by the Navy. This should reduce dressing time and improve speed of reaction to a large fire.

The other major need – to carry on working – led to the investigation of active cooling systems, said Mr House.

Ice vests – cotton waistcoats with icepacks – were tried, but increased weight of up to 6kg was a drawback.

Vests were tested at the INM's environmental chamber and on the Shadwell, a US Navy fire and damage control research ship in Alabama, which is wired with sensors to study ship fires.

### Comfortable

Initial results looked promising – they were comfortable, and they reduced heat strain, allowing people to work longer.

But again, the simple approach proved unbeatable – and you can't get much simpler than a bucket of water.

"We found when hands were dipped in a bucket of water between ten and 20C, personnel were cooled more efficiently than with ice-vests," said Mr House.

"This uses the body's own physiological control mechanisms which try to lose heat by increasing blood flow to extremities – which is why it feels good to dip your feet in a pool on a hot day.

"This technique of dipping hands in cool water has now been recommended as an easy and effective method of combating heat strain in the Navy."

The findings of these studies are of wide benefit. The US Navy is looking at the waterwall, and hand-immersion cooling has sparked interest at the Home Office fire research and development group, the Health and Safety Executive and several fire brigades.

The offshore industry and a number of large industrial organisations have also beaten a path to the Institute's door.

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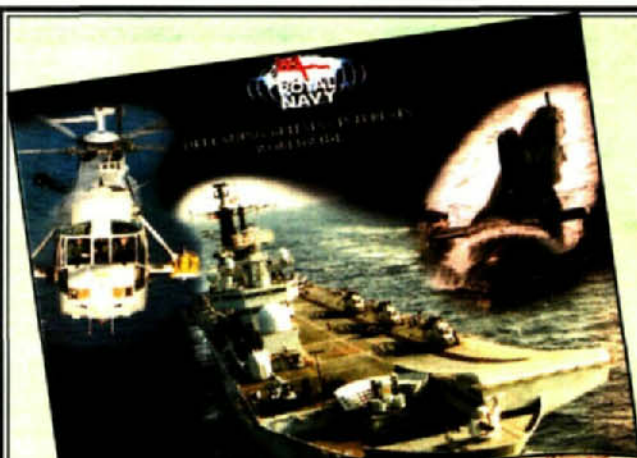
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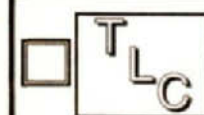


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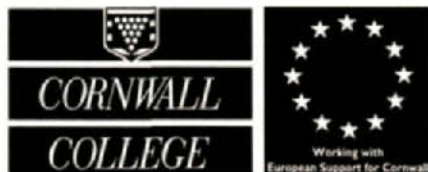
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**DIVORCED LADY** 46, 5'6" **GSOH**, seeks friendship/relationship, photo please **BOX D4**

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**FEMALE** 31 with **GSOH** wants to write to 30+ fella **BOX D12**

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**ATTRACTIVE, YOUNG** 46, female **GSOH** seeks genuine male friendship/relationship **BOX D14**

**ENGLISH MALE**, white, 33, seeks sincere Wren for correspondence/friendship **BOX D15**

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**INCREASE YOUR Christmas card list**, write now, Jennie (27) and Helen (22) **BOX D18**

**SINGLE FEMALE**, 35, seeks male penfriend, 35-40. Photo please **BOX D19**

**OUTDOOR-ORIENTATED**, mature, adventurous, long-haired, green-eyed, 5'5" seeks single serviceman penpal **BOX D20**

**BLONDE GIRL**, 23 wishes to write to male 25-35 **BOX D21**

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**CAROLINE, ATTRACTIVE** (27) seeks male friends, genuine with **GSOH** **BOX D26**

**FUN LOVING** Irish girl seeks male penpal 25+ for friendship **BOX D27**

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**I'M** 23, A Brunette and love having fun. Regards Joanne **BOX D29**

**AGE** 30, single mum would like to have a penpal **BOX D30**

**LADY**, 49, **GSOH**, seeks sincere caring gentleman for friendship/relationship **BOX D31**

**FEMALE** 30 seeks new friends male or female for friendship **BOX D32**

**ARE YOU** Forty-something & would like a penfriend, please write **BOX D33**

**BLONDE ATTRACTIVE**, outgoing lady (33) seeks officer and gentleman for companionship **BOX D34**

**DIVORCED LADY**, 35, two children, seeks genuine male friendship **GSOH** **BOX D35**

**KELLY**, 17, slim, brown hair, enjoys discos, travelling, having fun **BOX D36**

**TWO BOLTON** girls looking for penfriends, both girls good looking **BOX D37**

**NICOLA** 25, single, secretary/beauty therapist, seeks single male, **GSOH** for penpal/friendship **BOX D38**

**LADY** 42, seeks gentleman pen pal aged 38-45 years **BOX D39**

**SCOTTISH WIDOW** 60, seeks friendship, misses days as navy wife **BOX D40**

**FRIENDLY FEMALE**, 29, wants penpal sailors. Sincere servicemen please reply **BOX D41**

**MICHELLE** 27, slim, single, sexy, secretary. Seeks male penfriend **ALA** **BOX D42**

**SEEKING INTELLIGENT** ambitious, **GSOH** male 26-31, with everything but girl **BOX D43**

**WRITER/MUM** 40+, funny, intelligent, pretty. Seeks sailor/officer penfriend **BOX D44**

**SENSITIVE FEMALE**, 26 with **GSOH**, interests:- socializing, music, pets, country-side **BOX D45**

**BLONDE, BLUE-EYED** single professional lady, seeks correspondence from gentlemen 30+ **BOX D46**

**I AM** 33 a single mom, brown hair, blue eyes **BOX D47**

**CARING AND elegant** female, 35, seeks friendship/romance at Christmas **BOX D48**

**PRETTY** 24yr old girl seeks genuine attractive male penfriend 26+ **BOX D49**

**MATURE FREE** single 47, slim bodywork, good condition, seeks penpal/friendship **BOX D50**

**FEMALE** 36yr. **GSOH** seeks male penfriend **BOX D51**

**PETITE ATTRACTIVE** lady, 39. Educated **GSOH**, seeks naval penfriend, **ALA**. **BOX D52**

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TIMES: 10am to 7pm daily. Sunday 12th January (10am to 6pm)

LATE NIGHT: Open until 9.30pm on Thursday 9th January

ADMISSION: Adults £8.50. Senior Citizens £6.50. After 4pm £6.

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# A healthy regard for Navy's fitness

**P**HYSICAL fitness doesn't just happen – and neither do football matches, athletics meetings or swimming galas.

And the people to whom the Navy looks for fitness and sport are seeking new recruits.

Lt Cdr Neil Hinch, Staff Officer Physical Training at HMS Temeraire, Portsmouth, said: "To be a PTI you do not have to be an outstanding sports man or woman."

"We are looking

for people who have general ability and good leadership qualities, and they must like to be among people."

In order to be accepted for the six-month Physical Training course, applicants go through an aptitude test spread over nearly three days.

"We look at their general fitness, their ability to take charge, give snap talks and lectures, and their general swimming ability – PTIs must have the aptitude in the swimming pool because they must pass a lifeguard test to be on poolside,"

said Lt Cdr Hinch.

They will not be expected to specialise in any one particular sport.

Before candidates take the aptitude test they would approach the ship or establishment PTI, who will help prepare them.

The next test is scheduled for HMS Temeraire on January 13-15.

The need for PTIs goes back more a century, to the days when steam was finally superseding sail.

In Nelson's navy, sailors had to acquire a high level of physical fitness – working aloft, hauling on ropes, rowing boats and turning capstans all developed strength, agility, courage and self-confidence, as well as fostering teamwork.

But as sailors spent more time below decks in steamships, lack of fresh air and exercise started to take its toll, and in 1888 volunteers were invited to become "Gymnastic Instructors" – the beginnings of the RN Physical Training Branch.

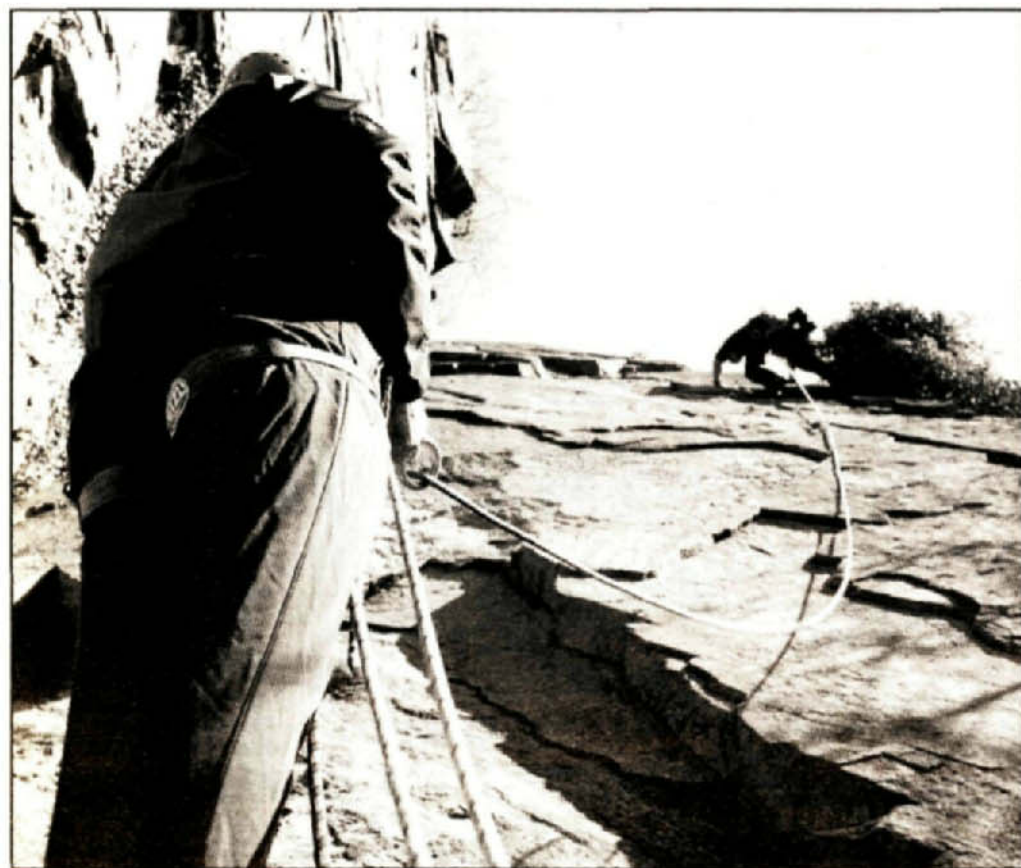
The PTI's tasks today are widely regarded as being of vital importance to morale as well as fitness – but the chief catalyst is goodwill.

He or she will be expected to persuade, encourage and assist people to participate in sport, and above all to organise a wide variety of sports and physical recreation opportunities which are approved and recognised by the Royal Navy.

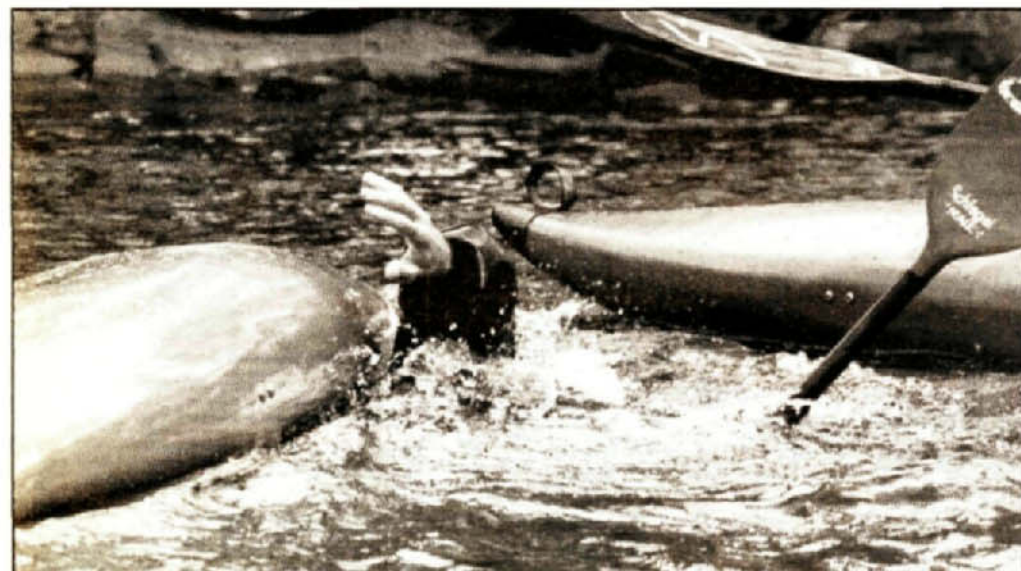
## To qualify for the PTI course, you must:

- Be recommended by Commanding Officer as Leading Rate potential
- Have a minimum of 12 months seniority as Able Rate (any branch) at start of LPT Qualifying Course
- Have six months VG Conduct
- Have NAMET 5/5
- Be medically fit and physically suitable
- Have two years left to serve on start of PT Qualifying Course
- Have 12 months sea time from the age of 17 and a half
- Be a volunteer for sea service, if you are female
- Pass the aptitude test

● LPT Jules Werner in flight



● Further on up the line – LPT Jonathan Kind watches Lt Cdr Chris Bate, Staff Officer Adventurous Training, climbing a rock face in North Wales.



● Leading hand – instructor POPT Ian Hardcastle demonstrates how to get out of trouble in a capsized canoe during adventurous training in Wales.



● Gripping stuff – LPT Alan Nekreus searches for a firm hold on the practice rock wall.

One part of the course gives trainees a chance to organise a mini-competition amongst themselves, from arranging the venue to actually running the event.

"Every major vessel has a PTI, and every establishment has PTI staff," said Lt Cdr Hinch.

"There are 222 people in the branch at the moment, though this will fall to around 215."

"On a ship, PTIs get involved in all kinds of things. Some may be routine office writers, for example – it very much depends upon each individual ship. Sometimes they are used as a sort of troubleshooter, the First Lieutenant's right-hand man or woman."

"Basically their main task is keeping the ship's company fit, which keeps the morale of the ship's company up, giving them outlets for things to do."

"On deployments, the PTI would go ashore with the liaison officer and organise all the sports events against local teams – when you go into a port, one of the major things is that the ship's company wants to play sport."

"In an establishment, it is mainly taking trainees and organising recreation, part of RN general training. If it is not a training establishment, a main task is getting teams together to represent the establishment."

"The PTI is the focal point for all sports."

Another aspect of the PTI's remit is adventurous training, and again the Branch is looking for people interested in outdoor pursuits.

"Once they come across, particularly on the adventurous training side, they tend to stay because it is quite difficult to get the qualifications," said Lt Cdr Hinch.



● A question of balance – LPT Alan Hail is supported by a colleague.

"From the adventurous training course they will come out with Unit Expedition Leader Summer qualifications for leading walking groups in familiar areas, Rock Leader training skills for use on rock faces, and become a British Canoe Union instructor."

"They also get a chance on courses to try out these different things, and a chance to expand their abilities. The course gives them the grounding to follow whichever avenues they would like to take."

Much adventurous training is done at a centre in Llanrwst in North Wales, which has a practice rock-climbing wall, and climbing and canoeing can be taught nearby.

The Royal Navy is proud of its sports and recreation facilities – and proud of the fact sailors can compete with the Army and RAF despite the obvious drawbacks.

"The Navy still holds its own on the sports ground, although we are

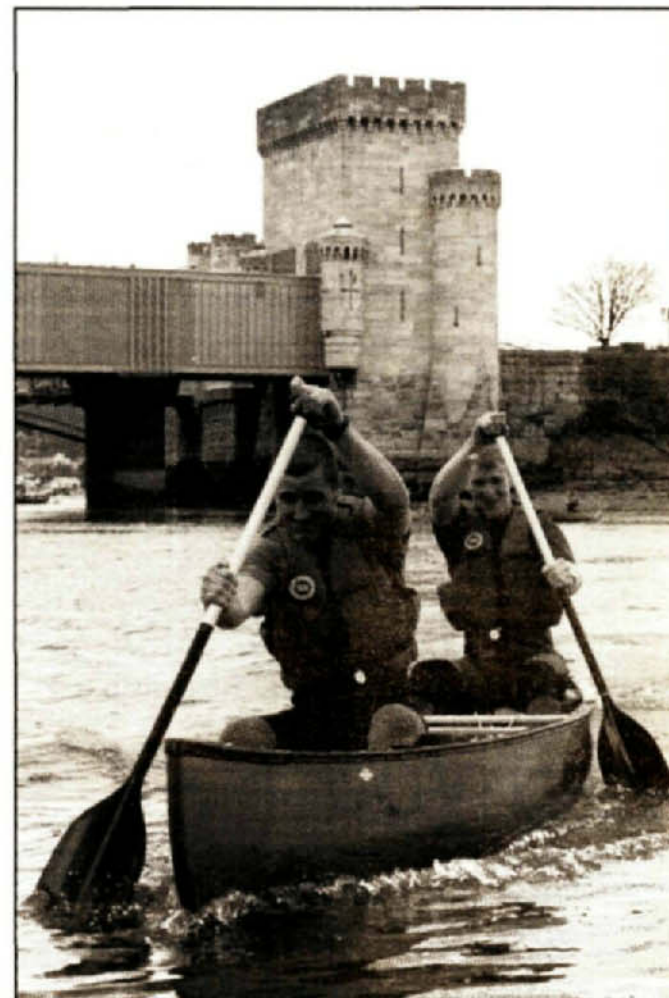
the smallest of the three services, and we are disadvantaged by the fact that people are at sea where it is difficult to keep at the peak of fitness to compete," said Lt Cdr Hinch.

"The Navy's facilities are superb across the board now."

Even at sea fitness can be maintained – each major warship has a designated fitness area, with a modern rowing machine and exercise bike supplied by the Navy.

Places are still available on the April PTI course, and potential recruits should contact their Divisional Senior Rate/Officer to apply for a place on an aptitude test.

Following successful completion of the course, newly-trained PTIs consolidate their class-taking, administration and organisational skills by completing a 12-month probationary period in an establishment's PT office.



● Oarsome – LPT Carl Moore (front) and LPT Geoff Clayton work hard on their technique during an adventurous training session.



## Raleigh sub school move is confirmed

THE ROYAL Navy's Submarine School will be relocating to Cornwall, the MOD has confirmed.

The school, currently at HMS Dolphin in Gosport, Hampshire, will transfer to HMS Raleigh at Torpoint over the next few years, with full training unlikely to start before the next millennium.

The Dolphin site will then become the new home for the Royal Defence Medical College, which is currently at Millbank in London.

The newly-established Submarine School will benefit from its close proximity to the fleet submarine squadron at Devonport, while the medical college will be adjacent to the Royal Hospital at Haslar, which has been the main hospital for the Armed Forces since April.

## New base for ships

The Marine Society's training ships Jonas Hanway and the Earl of Romney are to use the Historic Dockyard at Chatham as their operational base - though the head office will remain in London.



● On parade - the Order of Service at HMS Caledonia.

## Royal appointment for Scotia



● Prince Michael of Kent with the tree he planted.

THERE was a royal Guest of Honour at the rededication of HMS Scotia at Rosyth.

Prince Michael of Kent, the Honorary Commodore of the Royal Naval Reserve, inspected the guard and presented NATO and Long Service and Good Conduct medals to members of Scotia, the Naval Reserve Training Centre for Eastern Scotland.

The prince also planted a tree during the ceremony to commemorate the opening of the unit's new buildings.

The unit recently relocated from Pitreavie to Rosyth under the reorganisation following the closure of the Pitreavie maritime headquarters and the Rosyth Naval Base.

Scotia's role is to administer the training, pay, travel and records for

FOR THE first time in a quarter of a century a new shore establishment has been commissioned in Scotland.

The Royal Naval Support Establishment at Rosyth, commanded by Commander Quentin Banting, was commissioned as HMS Caledonia at a ceremonial parade held in the presence of the Countess of Elgin and Kincardine, the ship's patron, and Rear

Admiral John Tolhurst, Flag Officer Scotland, Northern England and Northern Ireland.

The parade featured the first performance, by the Royal Marines Band (Scotland), of *The Lady Elgin Air* while she inspected the guard of honour.

The music was specially composed by the Director of Music, Lt Chris Davis RM, and the framed musical score was presented to Lady Elgin at a reception.

The new HMS Caledonia is the sixth to bear the name, and by adopting the same name as the previous establishment it is hoped she will preserve the strong links between the Navy and Fife which were forged at the beginning of the century.

Caledonia will provide support for ships and submarines in refit in Rosyth, including accommodation, catering, stores, chaplaincy, medical needs, and recreation.

Although some original buildings, including the gym and swimming pool, are still in use, the establishment has been redeveloped for its new role.

A number of lodger units at Caledonia were also represented at the parade, including the Royal Marines Band (Scotland), the Royal Naval Careers Headquarters (North) and the Sea Cadet Corps TS Cochrane, which provided the ceremony guard.

Autonomous lodger units include RNR unit HMS Scotia and the Naval Regional Officer Scotland and Northern Ireland.

The Navy has occupied the site next to Rosyth Dockyard since 1939 when a training facility for engineering apprentices was built to replace the previous Caledonia (RMS Majestic, the former Hamburg America liner Bismarck.)

It commissioned in 1940 as the RN Artificer Training Establishment and later became the fifth ship to bear the name Caledonia. The establishment, with harbour training ships HMS Duncan and Eastbourne, trained thousands of artificer apprentices before its closure in 1985.



● The admin block seen from the quarterdeck.

## Naval party unites the nations

A ROYAL Navy survey team started to resemble the United Nations when two students joined up earlier this year.

Devonport-based Naval Party 1008, operated by the Hydrographic Surveying Squadron, is embarked in a German-built former trawler, the 2,200-tonne Marine Explorer, owned by a Norwegian firm.

Among members of the party were Executive Officer Lt Tony Withers, of the Royal Australian

Navy, Mr Ping Wang, an International Maritime Academy student from China, correspondence officer Lt Victor Ross III of the US Navy and Lt Vinhyak Apte, an IMA student from India.

Naval Party 1008, a team of 12, offers excellent training opportunities for British and foreign students, has been surveying the Southern Irish Sea, updating areas which have not been covered since the Admiralty lead-line surveys of the 1860s.

## Active volcano sets agenda for frigate

HMS BOXER has taken up the role of West Indies Guard Ship - and a rumbling volcano will shape the progress of her deployment.

The Devonport-based Type 22 frigate took over from HMS Argyle last month, and has been ordered to remain within easy reach of Montserrat, where the

troublesome Chances Peak volcano is threatening the island's principal town, Plymouth.

The need to be on hand in case of emergency relief means Boxer has had to forego the pleasures of Florida at Christmas, where families were planning to meet up with the

ship's company, and will instead spend Christmas Day alongside in Puerto Rico.

As well as defending British dependencies in the Caribbean, the ship will also help US Coastguards in stopping drug-runners.

Boxer is due to return to home waters next summer.

## Under 12 Readers' Club

The July edition of *Navy News* next year will, we hope, see the launch of a Junior Readers' Club. Aimed at the under-12s, the Club will have its own dedicated section in *Navy News* and will be packed with news, competitions, offers and ideas.

Membership will cost just £2.50 per year, and all new members will receive a welcome certificate, membership card, badge and poster. Parental consent will be needed.

### Make your birthday special

*Navy News* will help celebrate birthdays, too. If members give their date of birth on joining the Club, *Navy News* will make the day extra special by printing a greeting in the Junior section, space permitting.

### Free entry for members

Membership cards should be kept in a safe place. *Navy News* hopes to be giving members the chance of free entry to some exciting events and places.



### Navy News Junior Readers' Club

I like the idea of a Junior Readers' Club: Yes/No  
I would like the Club to be called:

Junior Jack Club [ ]

The Jolly Rogers [ ]

The Stowaways [ ]

The Powder Monkeys [ ]

OR I would like to call the Club

[ ]

My name is:

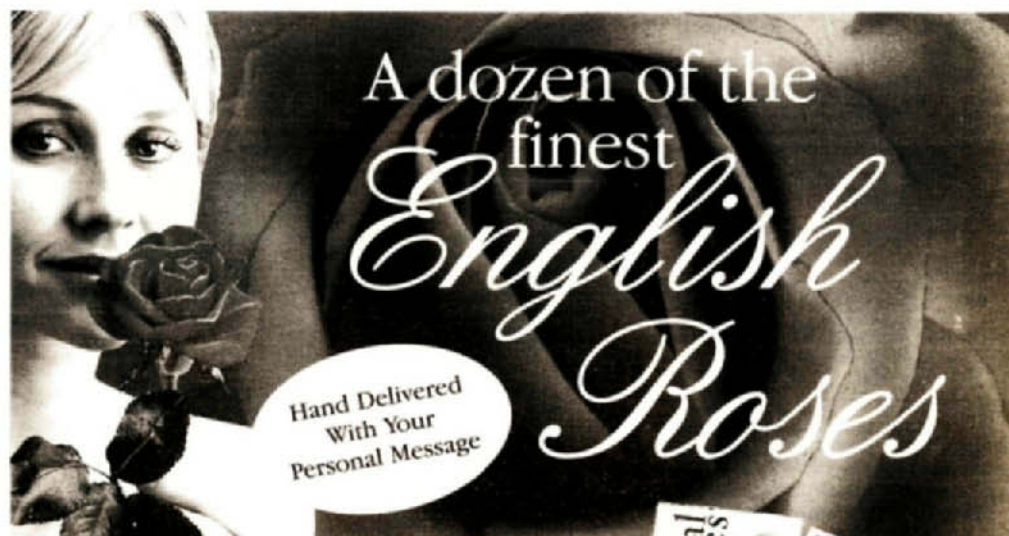
My address is:

### Exciting prize

To start our special Club for the Under 12s we want the help of all our junior readers. We need a name for the Club. We already have some suggestions from children, shown left, so you can choose one of these or think of one yourself. If your suggested name is chosen for the Club there's a prize to be won. Details will be published early next year.

But hurry! We need a name by March 1, 1997, so that we can start the very first section of this paper that will belong to the Under 12s.

Fill in the form (left) and return it to: Under 12s Readership Club, *Navy News*, HMS Nelson, Portsmouth PO1 3HH, or telephone Portsmouth (01705) 826040 for further details.



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CSgt Vic Johnston near the end of the 55-mile London to Brighton

## NAVY RUNNERS PUT SHOW ON THE ROAD

NAVY runner CSgt Vic Johnston (CTCRM) ran a superb race to finish fourth in the 55-mile London to Brighton road race, putting him amongst Britain's top ultra distance athletes.

He's hoping to make the British team in 1997 and compete at International level and is keen to hear from any Navy runners who would like to form a team for next year's London to Brighton.

So, if there are any budding 55-milers out there, contact him at Lymington on extension 4495.

Meanwhile, RNAC runners turned out in strength in the Hampshire Cross Country League. In the second race at Prospect Park, Reading, there were 13 in the

### Athletics

men's race, in a field of nearly 300, and the team finished 6th.

Leading Club performers were Lt Jim Donnelly (36th), a fast finishing CH John Potts (38th) and CRS Taff John (39th).

And in the prestigious Mike Scully Cross Country at Bristol, LCK George Roper (Heron) came an excellent 19th.

The race incorporates an international race as well as an interclub and George did very well to beat some national representatives.

The RNAC Ladies distance runners are going from strength to strength on the roads in the south.

Osprey's LWTR Vicki Norton set a course record to win the Weymouth 10-miler with LWPT Janet Coomer and POWTR Ali Wall well placed to ensure that the RNAC women's team were second.

In the men's race the RNAC was third with Sgn Cdr Simon Sheard (CINC FLEET) 5th, PO Jim Young (on leave from Hong Kong) 9th and POAEM John Avery (Osprey) third scorer.

Cdr Al Rich (Osprey) running for Egdon Heath finished first M45 in 18th overall.

Lt Claire Norsworthy (CINC FLEET) won the Marlowe half marathon in 1hr 24m the day after finishing 13th in the 2nd Lunnun Hampshire County X Cross Country League Race at Prospect Park.

## In brief

### High flyers

THREE Service glider pilots represented Royal Navy gliding at this year's Regional Interservice Championships at RAF Bicester.

Lt Ken Stevenson (Centurion) flew the Navy's top glider (Discus CS) in the Standard Class whilst Lt Richard Croker (Sultan) and WO John Bradbury (Gibraltar) both flew in the Club Class Competition. They are all members of Portsmouth Naval Gliding Club.

The RAF fielded a very strong team and dominated the championships. In the Club Class, with 32 aircraft entered, Lt Croker achieved a well deserved 5th place overall having come 1st, 5th and 11th on individual flying days and won the Navy Cup.

### Records set

SEVEN weightlifting records were set by CPO Simon Mansell in his first year as a Master in the Cornwall County Championships.

He managed a snatch of 75kg and then went on to clean and jerk 105kg giving him a personal best total of 180kg. And in the front squat he established a new record of 135kg.

Simon, who is on the staff of 2SL/CNH but works from home as a Cadet Instructor, now holds eight county records in all.

He has qualified for the regional championships which will be held next Spring where he hopes to qualify for the British National Championships.

### Shaky start

WITH 16 new players to try out in their first two games, the RN Youth Football team made a shaky start to the season.

They lost 2-1 to the Sussex County Youth team and 3-0 to Kent, but team manager Sgt Trevor Ford (HQRN) is not downhearted: "We've used the first two matches to trial 16 new players and it has been very difficult to play as a team as most of them only joined the Navy six months ago."

Team chairman, Lt Cdr Tony West joked: "Trevor has my complete confidence, the squad is still still at a formative stage."

The team is still looking for new players born after August 1, 1977 for both league matches and the team's imminent tour of Texas. Contact Sgt Trevor Ford at HQRN (92932) extension 7683.

### Lusty honour

ENGLAND rugby stars Jeremy Guscott, Mike Catt and Jonathon Callard were on hand when Bath RFC honoured HMS Illustrious by naming their new hospitality suite after the ship.

Illustrious's Rugby Club Chairman, Cdr Tim Harris presented a framed photograph of the ship to Bath President Mr Brendan Perry. Illustrious's links with Bath RFC were established by Rear Admiral Phillips, Commanding Officer in 1994.

### Winter sport

THE RNWSA Skiing Championships will be held in France from January 11 to 18, with a learn to ski week from January 4 to 11. The cost is about £300 for one week and £437 for both.

Contact official tour operators Skiworld for details on 0171 602 0772.

### Gerrard fights back to fitness

GARY Gerrard led the RN Cross Country Team to a medal winning position at Oxford, having fought his way back to fitness after a year out of the sport through illness.

Gerrard finished fastest in a field of 50 runners in a time of 30 mins 24 and is looking in good shape to challenge for major honours at the Navy and Interservice championships.

The hosts, Oxford University, ran out victors in the team race and the RAF managed to hold on to second place leaving Bronze for the RN, but with several key runners unavailable to the Army and Air Force will be expecting the Navy to challenge their domination soon.

Gerrard quickly made his presence felt on the tough two-lap course on Shotover Hill, pulling away on a sharp downhill during the first lap, only to be caught after losing his footing.

But in the second he opened a 100 yard gap over the chasing pack while Dai Roberts battled hard to make it a Navy one-two.

But Oxford's Dave Kirk got the better of him on the final hill and held the advantage over the long run in.

Results: OU 52, RAF A 72, Royal Navy 103, RAF B 181.

# PLYMOUTH STRIKERS END TROPHY FAMINE

PLYMOUTH and Portsmouth won through to the final of the Intercommand Football Championships setting the stage for a re-run of the 1982 decider, writes Lt Cdr Jim Danks.

But this time Plymouth took the lead in the 14th minute and went on to win the match 3-1 to earn their first Command title for twenty years.

The early goal came from Plymouth's SAC Adam Holt with a great shot from the edge of the area. POPT Nick Haigh nearly increased their lead but saw his free kick hit the cross bar and go over for a goal kick.

### Equaliser

Following a good passing movement between WOPT Tommy Johnson and LPT Lee Strange, CPO Bob Evans equalised for Portsmouth in the 28th minute.

Both teams continued to play attractive football as they sought a winning goal but it was pressure from the Plymouth players that eventually paid off.

In the 75th minute, MEM Andrew Evans scored after a free kick by LMEM Steve Brooks and



just two minutes later Haigh scored with a long range shot to make it 3-1, putting the match beyond Portsmouth's reach.

The competition was sponsored

by NAAFI and Captain Graham Robinson, DNPTS and Chairman of the RNFA, presented the Cup to a delighted POPT Ian Smith.

● Plymouth goal-scorers Nick Haigh (centre) and Andrew Evans take on Portsmouth's Al Holt at RM Poole.

Picture: PO PHOT Phil Ball

## Squad rises to university challenge

GALE force winds and rain greeted the RN football squad on their return to Burnaby Road for their first match of the season against Sussex, writes WO Frank Cooper.

Coach Tommy Johnson was keen to maintain last season's form when they became interservice champions and won the South West Counties Cup, but it was Sussex who took the initiative with a goal in the 25th minute after a poor clearance from the normally assured POPT Steve Riley (DNPTS).

The Navy were soon back on level terms. Three minutes later, after a corner by AB David Wilson (Nelson), Riley made amends for his previous lapse by shooting through a crowded penalty area to score.

Sussex were now having difficulty coping with the atrocious conditions and the Navy took advantage to score another three goals before half time through POAEM Nigel Thwaites (Sultan, 35th minute) Riley (37th minute penalty) and Thwaites again (40th minute).

The second half became a battle against ever worsening conditions and the Navy adapted well, but despite some attractive football they were unable to extend their lead and Sussex scored in the last minute after a defensive mix up in the Navy's penalty area.

Final score RN 4 Sussex 2.

### Soccer round-up

#### Royal Navy V Cambridge University

Now established as an annual fixture, Coach Tommy Johnson took the opportunity to try out some new talent at the RN's match against Cambridge University at Fenner's.

The first half saw the Navy dominate play with Cambridge defending desperately. But the Navy were unable to convert their midfield chances and the first half remained goalless.

The Navy's first breakthrough came with a goal in the 46th minute when POPT Nick Haigh (SM2) scored from close range. POPT Ian Smith (BRNC) extended the RN's lead in the 60th when he finished off a slick passing move by shooting low into the net.

Almost straight from the kick off, Smith scored again. By now the Navy had almost all of the play and the difference in class between the two sides was emphasised by CPO Will Flint (RNAY Fleetlands) who neatly lobbed the keeper and Haigh who scored his second with a 22 yard volley to put the Navy five ahead.

Cambridge grabbed a consolation goal in the 85th minute after a free kick.

Final score: RN 5 Cambridge University 1.

#### Royal Navy V Oxford University

The build-up to the forthcoming South West Counties cup matches continued with a friendly against Oxford University at Burnaby Rd.

Despite having the bulk of play during the first half playing some neat possession football, the Navy lacked penetration and neither goalkeeper was unduly troubled during an unimpressive first half.

Manager, Lt Cdr Neil Hinch, made several changes to the line-up for the second half, and one of them paid immediate dividends when CPO Bob Evans (Collingwood) collected the ball wide on the right, evaded two tackles and drove accurately past the keeper for the first goal.

From then on the Navy's superior strength began to tell and Dave Wilson put the Navy further ahead in the 65th minute with a close range shot.

Veteran POPT Eric Barrett (Neptune) scored directly from a corner when the Oxford keeper completely missed an attempted punch clearance. POPT Nick Haigh rounded off a much improved second half when he footed home a simple chance.

Final score RN 4 Oxford University.

Fixtures: Dec 3rd RN play the Army at Aldershot Military Stadium, 1930 kick off.



# Sport

## Hot shots burn up US Marines

US MARINES were no match for the RN/RM Marathon team who battled through for a fine victory in the Corp's own annual event in Washington.

The USMC marathon is now a highly competitive international event with more than 18,000 runners taking part, and the RN/RM result was achieved in spite of hot and humid conditions which resulted in nearly all runners recording slower times than expected.

Marine Mark Croasdale (CTCRM) produced an outstanding run to come home in third place behind two of the top Mexican runners in just 2 hours 25, four minutes ahead of the first USMC runner.

Lt Ginge Gough (Collingwood) maintained his usual high standard finishing as our second man home in 2 hours 35 and team captain, Surg Cdr Simon Sheard

(CINCFLFET) produced another gutsy run to complete the scoring team in 2 hours 40.

The team's two triathletes, Peter Williams (RM Poole) and Cpl Chris Ray (CTCRM) overcame the increasing heat in the latter stages of the race to ensure another fine victory over the Marine Corps, enabling the RN/RM team to retain the Victory Trophy for the 12th time.



● Lt Ginge Gough and Cpl Chris Ray running shoulder to shoulder with the US Marine Corps Team Captain Alex Hetherington at the seven mile point.

## Golden girls

HMS NORTHUMBERLAND'S women's hockey and netball teams took the top spots in three recent competitions.

First, the women's hockey team played in the West Country Hockey 6s league held at HMS Raleigh and beat teams from Drake, Raleigh, Sea Hawk, Cornwall and Heron to take the title.

Then the netball team took on the might of HMS Illustrious, Manchester, Raleigh, Drake, Nelson, Sultan, Osprey, Heron, Warrior, Collingwood and others to take the RN Fleet Winners '96 title at HMS Raleigh.

### Revenge

When the Hockey Fleet winners '96 competition was held at HMS Ternaire, many ships and establishments who were beaten by HMS Northumberland turned up hoping for revenge, but the team swept the board again, taking home a third trophy.

Two members of the team, LMEA Vicky Metcalfe and STD Ursula Ball, play at Command level for hockey and netball respectively, and Vicky has recently been selected for the Royal Navy Hockey Team.



● Winning combination: LPT Brenda Fear supported by RO Becky Thompson, STD Ursula Ball, OM Julia Goode, OM Jenny Scrivener and AB Nikki Hollis with by CH Clare Fox (front left), RO Michelle Waters and LMEA Vicky Metcalfe. Picture: HMS Drake Photographic

## Few fireworks at Brecon Park

ON A NIGHT when there were more fireworks off the field than on, the Navy rugby team opened their new season with a scrappy and frustrating encounter at Brecon Park against a strong and determined Devon side, writes Lt Cdr Colin Bostock.

After a sunny afternoon, the West Country weather did an about turn and the Navy kicked off in the teeth of a gale, and the wet and windy conditions did not help the team which selector Major Steve Hughes called: "A development XV designed to give exposure to some new faces."

Despite the conditions the Navy got off to a good start and for the first 20 minutes played some strong rugby, keeping Devon under pressure.

They should have scored again after winning excellent rucked ball and driving into the opposition, but the Devon defence held and the Navy never quite dominated again.

A well-worked try from Devon full back Mayne converted by Clarke and two earlier penalties brought the score to 13-0 on the half hour, and a penalty to Devon on the stroke of half-time made the score 16-0 at the break.

### Relentless

With the wind and rain showing no signs of relenting and the ball like a bar of soap, it was not surprising that both sides made some awful handling errors.

During the interval the Navy reshuffled the side, moving AEM Greening to full back and Mne Gore to stand off.

Once Greening had settled down he showed that he was a

player to watch for the future as he kicked the Navy's only points with two penalties in the 43rd and 52nd minutes.

Devon scored two more tries in the second half with a drive up the centre and a lovely score from a rolling maul which then released the backs to score in the corner.

Despite Devon now being 28-6 in front, the Navy continued to battle away and threw some blistering attacks at the Devon line only to be stopped yards short by a solid defence. Another late penalty made the final score 31-6 to Devon.

Both sides had tried to play open rugby despite the conditions but in the end the Devon side were just too strong for the Navy team, despite some good performances. LS Sibson and LPT Moore were excellent in defence and the second row of Milne and Parnell did well.

□ Rugby fans should not miss the big game at the Rectory on Wednesday, December 4, kick off 1800, when the Combined Services take on Argentina.

## Calling all marathon runners

CALLING all Royal Navy and Royal Marine Marathon runners!

If you were unlucky in the draw for London Marathon entries on April 13 or if you are an elite runner looking for a good start position, contact Cdr Al Rich at Portland (ext 5449) who may be able to get you in! As the London Marathon is also the inter-services championship each Service receives 20 entries. Cdr Rich will use these for RN team runners first but at least ten will be available to other RN/RM team runners.

## Boxers leave no room for doubt

ANY DOUBTS about the potential of this season's boxing squad were quickly dispelled during their opening fixture against Western Counties.

Newcomer MEM Andy Carron (Marlborough) started the ball rolling in his youth bout (16-18) against N.Wyatt (Viking).

After falling behind in the first round he came back very strongly in the second and third to take a close decision against a far more experienced opponent.

### Sparkling

LME Brum Hubbard (Argyll) gave a sparkling display of boxing skills in his debut in Navy colours to out point Weymouth ABS's M. Pickard.

Mne Kevin McCormack (45 Cdo) was never in trouble during his superheavy-weight bout with Apollo ABC's N. Kendall and after forcing him to take a compulsory count in the first, cruised to an easy victory.

But the best performance of the night came from the reigning CSBA heavyweight champion Mne Arron Walton (Com Gp RM) who had to work at the maximum of his capacity to out point last year's ABA finalist P Lewis (Taunton ABC.)

### Best yet

Working continually on the body and pushing Lewis backwards, Walton gave his finest performance yet in RN colours.

Mne Steve Whyte (HQRN) continued to impress with his workmanlike performance against A Derek (Taunton ABC).

Whyte's recent visit to an England squad training session gave him new confidence and his long range punching dominated the outcome.

The squad put up a fine performance, especially considering some had only seven days to train, and the Navy squad are looking forward to a successful season.

## 'Seasonal high' for Navy golfers

THE ROYAL Navy golf team ended the 1996 season with one of their most convincing wins for many years, writes Cdr Gary Skins.

On a wet and blustery late October weekend at the China Fleet Country Club, opposition was provided by a strong team from the Royal Jersey Club, and the Navy's win was the first in the fixture's ten-year history.

The event is unique in the RN's fixture list as it is the only 'home' match and the format is a modified Ryder Cup arrangement where fourball, foursomes and singles play is incorporated.

The first morning fourball matches were all tight affairs with three of four matches going to the final green.

Being Trafalgar weekend, the Nelson spirit showed in the Navy team and all but one of the matches ended in a dark blue success. Wins were recorded by the partnerships of Lt Mark Taylor (FOST) and Cpl Nigel Small (Commachio Gp RM), WEM(R) Alistair

### Royal Navy V Royal Jersey Club at the China Fleet Country Club

Westbury (COMCEN Whitehall) and Lt Peter Smith (DRA Malvern) and by Cpl Joe Sharp (CTCRM) and Sgt Mark Whitehouse (40 Cdo RM.)

On the adage of not changing a winning team, the same pairings were sent out for the afternoon foursomes, and although the same level of success couldn't be repeated, the session was halved at two points all, giving the Navy a 5-3 lead after the first day. Afternoon points came from the lead pair of Art Apprentice Terry Taylor (Sultan) and CPO Taff James (Portland) and Westbury/Smith.

### Admirable response

With eight points still at stake and the weather deteriorating rapidly, the onus was on swift singles play and positive results on the Sunday morning. The team duly obliged, raising their games admirably to allow the

opposition only 1 1/2 points and recorded and overall win of 11 1/2 points to 4 1/2.

All the layers deserved great praise for an excellent team performance with the return to form of Mark Taylor and Nigel Small particularly encouraging. But pride of place must again go to Alistair Westbury who finished the weekend with a 100% record, the first Navy golfer to achieve this for some considerable time.

Westbury was particularly impressive in the singles where he stood four shots under par when his match ended on the 12th green.

The match marked the end of a successful season which saw not only this win, but a rare success against a country side (Cornwall) and excellent foursomes performance at the Interservices and a superb showing in the Cornish Piskey.

The generous sponsorship of WA Consultants has allowed the RGA to bring on young players and develop them, and with the promise of more potential next year, the future of Navy golf is very healthy.

## Dryad hosts a new event

ROYAL Marines dominated the men's events at the first RN/RM Gymnasium Cross Training Challenge which was held at HMS Dryad.

Competitors raced through a circuit of ten tasks, including weight and floor exercises, cycling, running and rowing.

The fastest finisher in the men's open category was Cpl Robson (CTCRM) with an incredible time of 16 minutes 47 with AB Paton (Collingwood) finishing strongly in second place.

Sgt Reed (CTCRM) paced himself well to take control of the men's Masters title (39 plus) in the middle stages of the event and went on to win comfortably with 23 minutes 55.

The women's title was keenly contested and the lead

changed several times during the race but LWRN Butterworth (Sultan) managed to hold off a determined Cpl Jones (RM Poole) to win the title.

Event organisers were pleased with the high standard of the 26 competitors - the four fastest times would have ranked in the top ten at the 1996 British National Championships.

The event will be staged again next year. Details are available from CPOPT Band on HMS Dryad extension 4327.



## SURVEY FORCE

● From front page

ships are very manpower intensive. There are 114 people in an H-class ship at under 3,000 tons, and here we are proposing that Scott – at 13,500 tons and at sea for three times as long – has a ship's company of 42 at any one time.

"We are now honing our skills for the contingency roles, some of which we undertook in 1991 with mine clearance support in the Gulf, and now amphibious warfare is an area in which we are playing a very, very large part.

"You can put forces on to a beach, but if you don't know what the beach gradient is like you can become horribly unstuck."

The amalgamation of the Navy's meteorology and oceanography officers with the Survey branch, enhances the squadron's capability in what Capt May terms "tactical exploitation of the environment."

## 'Broader scheme'

He said: We are going into a much broader scheme of things. From way up in the atmosphere to way down to the bottom of the sea we can provide the information that the warfare commander must use to fire his missiles, hunt submarines and find mines. Unless you know what environment you are working in, and its vagaries, your effectiveness will be greatly reduced."

On the plan to change the colour of the ships, he is unrepentant. "It has been traditional for many years that survey vessels have been white, but Scott and the next three are all going to be grey for the simple reason that time has moved on and there is no reason for them to be white when they are increasingly taking part in warfare roles."

However, there are no plans for HMS Endurance to go grey. The red of her hull is a useful marker amid the ice floes of the Antarctic.

□ The 31-year-old survey ship HMS Hecla paid off on November 11 after she returned from a nine-month deployment which took her to the Indian Ocean.

## Vigilant in commission

HMS VIGILANT, third of the Royal Navy's Trident strategic missile submarines, was commissioned at VSEL, Barrow-in-Furness in the presence of her sponsor, Lady Jane Freer.

She was presented with a cross-stitch tapestry of the Vigilant's battle honours made by Christine Vinnicombe, wife of a member of the ship's company. In return she presented a silver salver to commemorate the day.

HMS Vigilant received much assistance from Sea Cadets of TS Vigilant and TS Sovereign, the local unit.

## Joint strike fighter boost

THE FLEET Air Arm's hopes of acquiring a supersonic replacement for the Sea Harrier have been boosted with the award of contracts worth £2.2 billion by the US Government.

The Pentagon have chosen Lockheed Martin and Boeing Aerospace to build prototypes of the Anglo-US collaborative Joint Strike Fighter.

British companies are closely involved in the short take off and vertical landing variant which could be in service as early as 2012.

Defence Minister James Arbutnot said: "This is particularly good news for the Royal Navy. The UK will contribute about \$200m to this phase...and we expect a significant share of the work to be carried by British industry."

JACK

BY THEE



## Liverpool hosts Anglo-French summit

## ENTENTE INTENT TO WORK A COMBINED OPERATIONS PLAN

NOT ONE, but two "letters of intent" were signed on board HMS Liverpool when the Type 42 destroyer hosted talks between Prime Minister John Major and President Chirac at Bordeaux.

The Anglo-French summit had defence high on the agenda as Defence Secretary Michael Portillo and his French opposite number Charles Millon put pen to paper for the first of these – to allow greater co-operation and expansion of areas of mutual interest in maritime defence between the two countries.

Points covered included: □ Planning of naval operations and examining the practicalities of combined deployments.

□ Combined operations, setting up where possible a combined naval force for training, exercises and operations.

□ Procurement programmes – strengthening co-operation in research and development and in the development and production of complete combat units.

□ European security – transposing bilateral naval co-operation, whenever possible, to a wider European context to strengthen European security and 'defence identity' within NATO and the

Western European Union.

A steering committee will have responsibility for developing all aspects of these.

Second of the letters was signed in the Liverpool's Ops Room by First Sea Lord Admiral Sir Jock Slater and his own French counterpart, Chef d'état-major de la Marine Amiral Jean-Charles Lefebvre.

This one, Navy News can exclusively reveal, concerned assistance to submariners at sea.

## Submarines

The RN has always supported and acted upon the principle that help for vessels in distress and the rescue of mariners in jeopardy of whatever nationality is the shared responsibility of any vessel or aircraft.

In the specialist area of aid to submarines, particular expertise has long been developed and demonstrated in national and multinational submarine escape and rescue exercises.

Here the two admirals intended

to increase the understanding of the two major submarine operating countries in Europe, to maximise chances of success. Future discussions will cover problems of towing stricken submarines, search and rescue training, medical assistance and possible collaborative projects to develop rescue facilities.

HMS Liverpool was in Bordeaux in company with the French frigate FS Latouche Treville. The following morning a working breakfast was held on board the latter at which black pudding was provided from Liverpool's galley – the French chefs unsure whether to serve it raw or cooked...

Later Admiral Slater toured the Liverpool answering questions from the ship's company – whom he praised for the key role they played in ensuring the success of the occasion.

From Bordeaux she moved directly to Newcastle for a flag visit with the Flag Officer Scotland, Northern England and Northern Ireland Rear Admiral John Tolhurst embarked (story and pictures to follow).

● **BIG GUNS:** (Left to right) French defence minister Charles Millon, Admirals Slater and Lefebvre and Michael Portillo share an entente cordiale on board HMS Liverpool at Bordeaux.

## Argus grounded in the gales

FIERCE gales which swept the country on November 19 caused RFA Argus to go aground when she broke free from her moorings in Portsmouth harbour.

When a violent gust hit the 28,000-ton ship from the south-west, she ripped the bollards from the oil fuel jetty at Royal Clarence Yard, Gosport and her bows grounded on shingle.

Tugs held her in place until the weather abated, and then transferred her to another berth. No one was injured and damage was confined to paintwork.

## Oldest RN officer dies aged 103

THE OLDEST surviving Royal Navy officer has died at the age of 103.

Capt Harry Hodgson became an RN cadet in 1906 – the year that HMS Dreadnought, the first modern battleship, was launched.

Capt Hodgson's first ship was the battleship HMS Temeraire, and during World War I he served as gunnery officer of the cruiser HMS Forward and the battlecruiser HMS Indomitable.

After the war he qualified as a torpedo specialist and joined the depot ship HMS Titania in the Far East, and was in HMS Renown for the royal tour of Australia in 1927.

On leaving the Navy, Capt Hodgson worked as a Naval experimental officer at the biological warfare establishment at Porton Down.

## Navy News

## MONTHLY QUIZ ENTRY FORM

## CASH PRIZES TO BE WON!

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy News.

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (December question shown here).

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

## NOW SUBMIT YOUR ENTRY FORMS

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997.

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a prize of £100 for the second name drawn and eight further consolation prizes of £25.

December '96 Question  
Which Tribal Class frigate was sunk as a target in 1987??

So just for fun, test your knowledge of naval matters and win yourself a prize.

Write your answer here

NAME .....  
ADDRESS .....  
POSTCODE .....  
TEL. NO. ....

Keep this coupon in a safe place until you have collected all twelve

Judges decision will be final. No correspondence will be entered into. Employees or relatives of Navy News staff are ineligible for this quiz.

